


MEMORANDUM

February 10, 2009

TO: Health and Human Services Committee

FROM: Essie McGuire, Legislative Analyst 

SUBJECT: **Worksession – FY10 Capital Budget and Amendments to the FY09-14 Capital Improvements Plan (CIP) for Public Libraries, and Update on Silver Spring Library Site Plans**

Today the Health and Human Services (HHS) Committee is scheduled to review the County Executive's recommended FY10 Capital Budget and amendments to the FY09-14 Capital Improvements Plan (CIP) for Public Libraries. The Committee is also scheduled to continue its review of the site plans for the multi-use project that includes the new Silver Spring Library. Representatives from the departments of Public Libraries, Transportation, General Services, and the Office of Management and Budget will be present today to discuss these issues with the Committee.

PART I. PUBLIC LIBRARIES CIP

The CIP for Public Libraries includes six active projects. Only one, the Gaithersburg Library, has been recommended by the County Executive for an amendment in this off-year CIP. Another, the Silver Spring Library, has been introduced by the Council for potential amendment, if necessary; issues regarding Silver Spring are outlined in Part II of this packet below.

1. Project Update

General Services prepared an update regarding the library CIP projects for Committee review in November; this report is reproduced for the Committee's reference today (circles 1-9). The status of the four projects not recommended for amendments is not substantively changed since this November report.

- *Clarksburg Library:* As detailed on circle 2, issues regarding library size and site are still being resolved.
 - *Davis Library Renovation:* The PDF calls for design to start in FY10 (circle 5). The recommended FY10 appropriation for this project is \$1.714 million.
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- *Olney Library Renovation and Addition:* Circle 6 states that the project is on hold pending redesign to bring the project within approved scope and budget. The recommended FY10 appropriation for this project is \$1.167 million.
- *Potomac Library Renovation:* The PDF shows design starting in FY12 (circle 9).

2. Gaithersburg Library Renovation

The approved PDF for this project is on circle 10 and the Executive's recommended amendment is on circle 11. The amendment shifts a total of \$2 million from FY10 to FY12. The recommended FY10 appropriation is \$19.8 million. DGS staff states that the expenditure shift is primarily due to affordability reasons and accurately reflects the current implementation schedule.

The original schedule that the Council discussed last spring projected completion of the library in FY11. However, the planning and design processes took longer than anticipated. A revised implementation schedule is provided on circle 12 and shows construction beginning at the very end of FY10 with completion of the library in March 2012 (FY12).

A timeline of events and interactions with the community regarding the library is shown on circles 13-14. It references community interest in a second entrance to the library to be included in the design. DGS staff reports that this issue has been resolved with design to include only one primary entrance due to security reasons.

Council staff recommends approval of the recommended amendment and appropriation for the Gaithersburg Library Renovation.

PART II. SILVER SPRING LIBRARY AND SITE PLANS

1. Background

In December, the Committee concurred with the Executive's recommended site plan, known as option 1c (detailed on circles 15-16), for the Silver Spring Library site and agreed that design should proceed based on that site plan. The total estimated cost for the project is \$58.4 million (circle 17). The recommended site plan calls for a stand alone library on the corner of Wayne and Fenton, with arts and retail in the library building and future residential development on the Bonifant portion of the lot. It accommodates the anticipated future alignment of the Purple Line by building above it.

At the December Committee meeting, much of the discussion focused on pedestrian access issues, particularly the Executive's recommendation for a pedestrian bridge connecting the Wayne Avenue Garage with the library. The Committee discussed the proposed pedestrian bridge and other potential alternatives for pedestrian access, including mid-block crossings or other crossing enhancements to the Wayne and Fenton intersection.

The Committee requested that the Executive develop additional proposals regarding parking and pedestrian access for the site, and that the Executive communicate these options with the community and seek additional community input specifically on pedestrian access issues. The Committee also requested input from Park and Planning on pedestrian access for the site.

2. Executive analysis

In response to the Committee's request, Executive staff conducted a study of potential mid-block crossings for Wayne Avenue. The full report is attached on circles 18-36. **In sum, the report found that a mid-block crossing is not advisable on Wayne Avenue given the proximity to existing crossings at intersections and traffic patterns on both Wayne and Fenton.**

Regarding other enhancements to the intersection of Wayne and Fenton, these would be affected by the future development of the Purple Line, which may change the alignment of the intersection as a whole. The Executive's report does not include any specific analysis of these possibilities, except to note that the Purple Line could move the Wayne crossing at Fenton closer to the Wayne Avenue Garage.

Pedestrian bridge comparisons: Executive staff estimates that the proposed pedestrian bridge over Wayne Avenue to the library will be between 85 and 90 feet long. In comparison, the pedestrian bridge from the Rockville Metro Station is 375 feet long, and the Forest Glen pedestrian bridge is 1,375 feet long. The distance between the Rockville Library and the entrance to the Rockville parking garage is approximately 250 feet.

3. Park and Planning analysis

Park and Planning also conducted an analysis of pedestrian access issues for the Silver Spring Library site, attached on circles 37-45. The report restates Park and Planning's opposition to a pedestrian bridge as detracting from connectivity in an urban environment. The report does not support a mid-block crossing for many of the same reasons as given by Executive staff.

The report recommends and details potential improvements to the intersection at Wayne and Fenton, and notes that these would be installed concurrently with construction of the Purple Line.

4. Community input

Several community groups have provided input specifically on the pedestrian bridge issue. The Silver Spring Friends of the Library, the Silver Spring Library Advisory Committee, the Charter House Residents Association, and the Disability Resource Center Library Advisory Committee have all indicated their support for the pedestrian bridge (available written statements attached at circles 46-48). Their concerns

are primarily related to access for families with small children, people with disabilities, and seniors given the lack of on-site parking in the site plan.

Executive branch staff held a community forum on February 5 to communicate the results of the crossing analysis report and to solicit feedback on pedestrian access. The forum was attended by 29 individuals (not counting staff). The discussion did not result in consensus for or against the pedestrian bridge proposal. Residents opposed to the bridge focused on the need for street level pedestrian activity and the urban nature of Silver Spring. Residents in favor of the bridge focused on ease of access for families with small children, people with disabilities, and seniors. Some speakers pointed out that the bridge and crossing enhancements were not mutually exclusive and that as many access alternatives as possible should be available.

Disability access issues were a focus of the discussion, particularly given that the Department of Public Libraries intends to replicate the Disability Resource Center service model of the Rockville Library in the new Silver Spring Library. Speakers were concerned about the possibility of a drop-off access point at the site, independent of street crossing alternatives.

5. Discussion Issues

A. Silver Spring Urban Renewal Plan

At the December meeting, Committee members and Park and Planning staff noted that a pedestrian bridge is specifically prohibited in the Council's approved Silver Spring Urban Renewal Plan (dated November 16, 1999; relevant excerpt attached at circles 49-50). This issue was discussed as a matter of policy but not resolved.

Subsequent staff discussions have raised the question of to what extent the Silver Spring Urban Renewal Plan, specifically the provision prohibiting pedestrian bridges on Wayne Avenue, is legally binding, affects financing options, or is simply a policy guideline. Relevant County Code is attached at circle 51. It defines an urban renewal plan and outlines the process the Council must follow to approve an urban renewal plan or project. State law codified as County Code Section 56-12(e) states in part that once approved, "such plan shall be deemed to be in full force and effect".

In Council legal staff's view, this language means that the details of the Silver Spring Urban Renewal Plan do bind the County. If the Council wishes to have a pedestrian overpass as proposed and if the current plan prohibits such an overpass, the Council should begin the process of amending the Silver Spring Urban Renewal Plan.

B. Intersection Improvements

It appears that intersection improvements would be necessary and beneficial to pedestrian access independent of whether a pedestrian bridge is eventually constructed.

Both Park and Planning and the Executive assume that such enhancements would be part of Purple Line construction.

The Committee may want to discuss what intersection improvements would be feasible prior to construction of the Purple Line assuming that the library is constructed first. If pedestrian safety can be improved in the time between the two construction projects, it would make sense to include that in design considerations.

C. Disability access

In Council staff's view, Executive staff will have to give very focused attention to disability access for the Silver Spring Library particularly if it is to house a disability resource center. With or without the pedestrian bridge, disability access issues will persist for this library without on-site parking and will be further complicated if there is not an easy drop-off point. A bridge would facilitate access for many but may not be the solution for all individual access needs.

Council staff recommends that as design proceeds, Executive staff consider additional on-site disability access options and report to the Committee on the feasibility of all available options. Council staff would include further consideration of both on-site parking for priority use and on-site drop-off access. For example, staff could review whether the site could have surface parking until residential development is initiated, and then limited priority underground parking be constructed as part of the parking arrangements eventually made by the residential developer.

Council staff further recommends that the Department of Public Libraries consider what other libraries should house disability resource center materials under the current model. Council staff is concerned that the result of the current plan would be that the only two such centers in the system would be housed at the only two County libraries without on-site parking.

D. Silver Spring Library in the CIP

The approved PDF for the Silver Spring Library is attached on circle 52. It shows total project expenditures of \$30 million, with \$11.8 million expenditures in FY10. Clearly, the PDF does not reflect the current cost estimates or a realistic timeframe. **The Executive recommends an FY10 appropriation of \$2.050 million to continue design and planning. This is \$9 million less than currently programmed.**

Council staff recommends that the Committee request that OMB provide the most current cost and timeframe projection so that the Committee can amend the project, if necessary, for accuracy and affordability reasons. While the cost estimate is preliminary at this point, the Committee will need this information to decide how to reflect current information in the PDF, whether to show only design or total estimates, and what GO Bond expenditure is necessary for FY10.

Report to Health & Human Services Committee

On

Public Libraries CIP projects

November 20, 2008

Library Capital Improvement Projects Report

Clarksburg Library
Project # 710500

Design Schedule

	Start	Finish
PDF	July 2013	December 2014
Previous	July 2013	December 2014
Current	July 2013	December 2014

Major issues resolved:

Pending Issues:

- Clarksburg Town Center developer met with the Montgomery County Planning Board to consider a final Site Plan on November 6, 2008. All issues with the final Site Plan could not be resolved, and the Board is scheduled to address the topic again on November 20th. New revisions proposed by the developer include increasing the size of the Library site from 10,000 square feet to 19,000+ square feet.
- Library site and parking for library patrons is unresolved. Parking for the Library being offered by the Developer is insufficient without building a structured parking garage (which is not in the POR or the budget). At the November 6 meeting, the Planning Board Chairman stated that he felt the County could come up with the necessary funds to build the garage. One of the larger outstanding issues is the number of parking spaces that will be required for the entire development, as the Developer wants to significantly reduce the number of spaces. This approach may have an impact on the Library parking.

Status:

- Design is presently scheduled to start in FY14.

Next Steps:

- Library site and parking parameters need to be finalized by developer and accepted by Planning Board.
- Once library site and parking issues are resolved, Department of Public Libraries is planning to request moving up funding for the project, if the source of funding can be determined.

Clarksburg Library -- No. 710500

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 13, 2008
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	208	0	0	208	0	0	0	0	0	208	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	208	0	0	208	0	0	0	0	0	208	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	208	0	0	208	0	0	0	0	0	208	0
Total	208	0	0	208	0	0	0	0	0	208	0

DESCRIPTION

This project provides for the design of an 18,000 to 20,000 square foot library located in Clarksburg. The option to build a new free-standing library with 120 parking spaces to serve the population was outlined in the Clarksburg Master Plan, with a collection of 110,000 items (space to shelve 75,000 items-36,000 Adult, 4,000 Young Adult, 30,000 Children's and 5,000 Reference).

COST CHANGE

Delete development district funds and provide \$208,000 placeholder.

JUSTIFICATION

The Department's Strategic Facilities Plan (1998-2003) recognizes the need for library service for the residents of Clarksburg. The Clarksburg population is expected to be 18,000 in 2010 and grow to 37,000 by 2025. The closest library is the new Germantown facility that opened in 2007. The Clarksburg Master Plan refers several times to the desirability of a library to serve as a "community magnet" in the Town Center. In addition to being a place for lifelong learning for the entire community, it can be the technological nerve center of the community. Perceived as a safe public place, a library promotes social interaction and provides public meeting space.

A Needs Assessment for Clarksburg Library was completed by Public Libraries in September 2001.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive. The County Council approved programmed expenditures for design of the library pending resolution of site and scope negotiations.

MUSICAL NOTE

As approved by Council Resolution #15-87 creating the Clarksburg Town Center Development District, the District will provide up to \$4,640,000 toward the construction cost of a permanent library in Clarksburg. Dedication of 10,000 square feet of land for a library site is an M-NCPPC subdivision requirement of the Town Center developer. Two additional development districts are proposed adjacent to the Town Center District. The County Executive recommends that if created, these two new districts share, with Town Center District, funding for the Library proportionate to the number of planned dwelling units in the three districts. This would reduce Town Center's share to \$3,940,000. The County Council approved the use of G.O. bonds for this project. Source of funds may be revised to include Development District funds.

OTHER DISCLOSURES

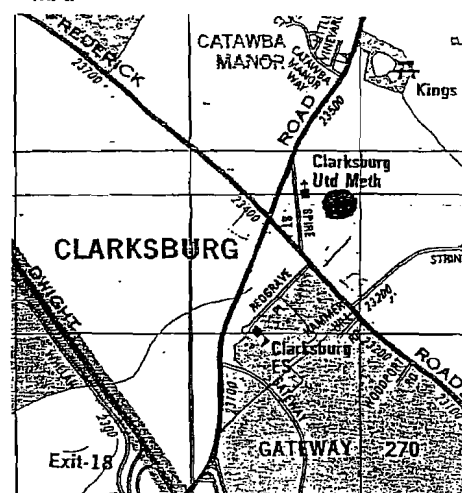
- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA			
Date First Appropriation			(\$000)
First Cost Estimate			
Current Scope	FY07	13,852	
Last FY's Cost Estimate		13,852	
Appropriation Request	FY09	0	
Appropriation Request Est.	FY10	0	
Supplemental Appropriation Request		0	
Transfer		0	
Cumulative Appropriation		0	
Expenditures / Encumbrances		0	
Unencumbered Balance		0	
Partial Closeout Thru	FY06	0	
New Partial Closeout	FY07	0	
Total Partial Closeout		0	

COORDINATION

M-NCPPC
Department of General Services
Department of Technology Services
Department of Permitting Services
WSSC
Clarksburg Town Center Development
District
Department of Public Libraries
Upcounty Regional Services Center

MAP



Library Capital Improvement Projects Report

Davis Library Renovation

Project # 710703

Design Schedule

	Start	Finish
PDF	July 2009	December 2010
Previous	July 2009	December 2010
Current	July 2009	December 2010

Major issues resolved:

Pending Issues:

Status:

- Design funding is scheduled to start in FY10.

Next Steps:

- Start design in July 2009.

Davis Library Renovation -- No. 710703

Category Culture and Recreation
 Subcategory Libraries
 Administering Agency General Services
 Planning Area Bethesda-Chevy Chase

Date Last Modified May 13, 2008
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,714	0	0	1,714	0	665	1,049	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,714	0	0	1,714	0	665	1,049	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,714	0	0	1,714	0	665	1,049	0	0	0	0
Total	1,714	0	0	1,714	0	665	1,049	0	0	0	0

DESCRIPTION

This project is for the design of the renovation of the Davis Library. The Davis Library located at 6400 Democracy Boulevard in Bethesda, is a two-level, 25,750 square feet structure and was built in 1963. The architectural and the mechanical/electrical systems in the building are 42 and 20 years old and have exhausted their economic life expectancies. The mechanical and electrical systems were renovated in 1984. These renovations will not only extend the life of the building significantly but replacement of old mechanical/electrical and other systems with state-of-the-art equipment and components will save energy and reduce operating costs. Mobile Services will be relocated from the Silver Spring Library to the Davis Library.

COST CHANGE

This project provides for only the design phase of the library. Final construction costs will be determined during the design development stage. This project is estimated to cost approximately \$22 million.

JUSTIFICATION

The building mechanical and electrical systems were renovated in 1984. Upon receiving numerous complaints from the occupants the indoor air quality study was performed in 1999 and report indicates that the building has chronic air quality problems which need to be addressed with major renovations. The study report also indicates several deficiencies exist in the systems; these deficiencies can only be addressed by redesigning and replacing all systems in their entirety. Division of Operations of DPWT has noticed that the number of complaints from the building occupants has increased in terms of indoor air quality, temperature, humidity, mildew growth and discomfort in recent years that has resulted in higher maintenance costs and downtime. Responding to the complaints for Division of Operations is becoming more complex and even critical as the compatible spare parts are not readily available in the market. In the life of a building, the HVAC, control, electrical, fire protection and communication systems require replacement at least once every 20 years. The Department of Libraries also recommends an additional 9,300 gross square feet be added to the existing structure to address the department's current space needs which requires addition of HVAC system to the main system to meet the additional heating and cooling loads.

OTHER

The Davis Library will be closed during construction.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

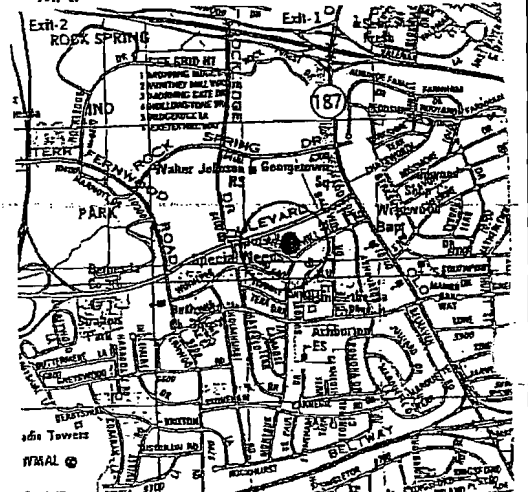
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY10	(\$000)
First Cost Estimate	FY07	962
Current Scope		
Last FY's Cost Estimate		962
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	1,714
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of General Services
 Department of Public Libraries
 Department of Permitting Services

MAP



Library Capital Improvement Projects Report

Olney Library Renovation and Addition

Project # 710301

Design Schedule

	Start	Finish
PDF	January 2008	April 2009
Previous	January 2008	May 2009
Current	January 2008	January 2010

Major issues resolved:

-

Pending Issues:

- The current construction cost estimate from the Schematic Design cost is above approved budget. Review has indicated that the Scope is above limits specified in the Program of Requirements and the design contract. Departments of Public Libraries and General Services are working with design consultant to bring project within scope and budget.

Status:

- Project is on hold pending redesign since original Schematic Design cost was above approved budget.
- Scope and cost evaluation by Department of Library and General Services is underway to bring project within scope and budget.

Next Steps:

- Once Schematic Design phase cost and scope verification is complete, Design Development phase will begin.

Olney Library Renovation and Addition -- No. 710301

Category	Culture and Recreation	Date Last Modified	May 02, 2008
Subcategory	Libraries	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Olney	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,662	0	598	1,064	550	360	154	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,477	0	0	1,477	1,063	383	31	0	0	0	0
Construction	7,754	0	0	7,754	1,367	5,474	913	0	0	0	0
Other	1,766	0	0	1,766	0	424	1,342	0	0	0	0
Total	12,659	0	598	12,061	2,980	6,641	2,440	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,659	0	598	12,061	2,980	6,641	2,440	0	0	0	0
Total	12,659	0	598	12,061	2,980	6,641	2,440	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				100	0	0	16	28	28	28
Energy				18	0	0	3	5	5	5
Net Impact				118	0	0	19	33	33	33

DESCRIPTION

The project provides for a 4,260 square foot addition and full interior renovation of the existing interior space. The renovation/addition includes HVAC replacement, bringing all building systems up to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior lighting and stormwater management improvements.

COST CHANGE

The increase is based on revised estimates for construction labor, materials, and related cost elements.

JUSTIFICATION

The Department of Public Libraries Strategic Facilities Plan identified the Olney Library for renovation in 2002, 20 years after it opened to the public. The Olney community has grown considerably since the construction of this 16,825 square foot facility in 1981. The library circulates approximately 525,000 items per year and has about 425,000 visits by the public each year. The library is in need of additional space to continue to provide a full range of public library services, such as reference information, an increasing popular adult circulation, enrichment and children's programs, supplemental school curriculum materials, a homework center, and linkage to the internet and other resources. The existing facility is in need of space re-arrangement, functional, mechanical, safety, and building code modifications.

A study of this facility was performed as part of the Department of Public Libraries Strategic Facility Plan.

OTHER

Pedestrian safety studies may require signalization across MD 108. Signalization cost is not included.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

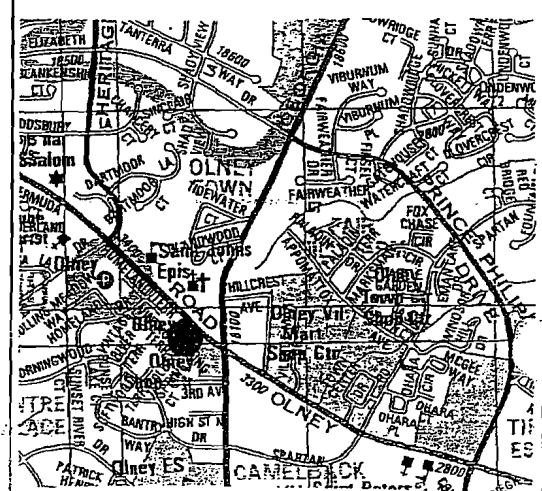
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY05	5,896
Current Scope		
Last FY's Cost Estimate		5,896
Appropriation Request	FY09	9,367
Appropriation Request Est.	FY10	1,167
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		598
Expenditures / Encumbrances		314
Unencumbered Balance		284
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of General Services
 Department of Technology Services
 Department of Public Libraries
 M-NCPPC
 WSSC
 Department of Permitting Services
 Upcounty Regional Services Center

MAP



Library Capital Improvement Projects Report

Potomac Library Renovation Project # 710701

Design Schedule

	Start	Finish
PDF	July 2011	December 2012
Previous	July 2011	December 2012
Current	July 2011	December 2012

Major issues resolved:

Pending Issues:

Status:

- Design funding is scheduled to start in FY12.

Next Steps:

- Start design in July 2011.

Potomac Library Renovation -- No. 710701

Category
Subcategory
Administering Agency
ning Area

Culture and Recreation
Libraries
General Services
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 13, 2008
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,952	0	0	1,699	0	0	0	716	983	0	253
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,952	0	0	1,699	0	0	0	716	983	0	253

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,952	0	0	1,699	0	0	0	716	983	0	253
Total	1,952	0	0	1,699	0	0	0	716	983	0	253

DESCRIPTION

The Potomac community has grown considerably since the library was built and circulation grows steadily at this library at a rate higher than most of the other libraries in the system. Potomac ranks sixth in circulation per square foot, an indicator that the library is very busy for its size. The project provides for a 3,240 square foot addition and full interior renovation of the existing interior space. The renovation/addition includes HVAC replacement, bringing all building systems to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior light and stormwater management improvements.

COST CHANGE

This project provides for only the design phase of the library. Final construction costs will be determined during the design development stage. This project is estimated to cost approximately \$17 million.

JUSTIFICATION

The Department of Public Libraries Strategic Facilities Plan states that the Potomac Library should be considered for renovation in 2005, 20 years after it opened to the public. The library circulates approximately 500,000 items per year and has about 300,000 visits by the public each year. The library is in need of additional space to supplement linkage to the Internet, provide space for children's materials and seating for customers of all ages. The existing facility is in need of an addition, space rearrangement, functional, mechanical, safety and building code modifications.

A study was done by a qualified consultant to determine how and where best to add space to the library. An independent cost estimate has been prepared.

OTHER DISCLOSURES

The Potomac Library will be closed during construction.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

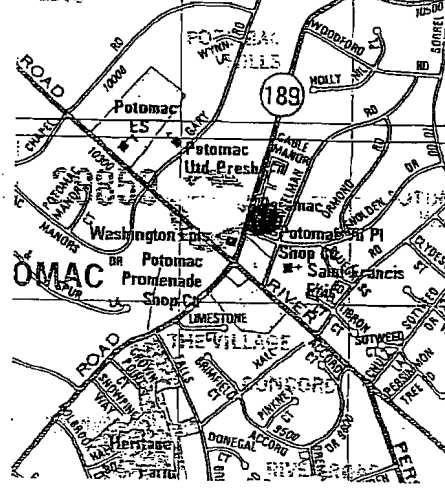
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
First Cost Estimate		
Current Scope	FY07	558
Last FY's Cost Estimate		558
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Encumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of Public Libraries
Department of General Services
Department Technology Services
Department of Permitting Services
M-NCPPC
Bethesda/Chevy Chase Regional Services Center

MAP



APPROVED

Gaithersburg Library Renovation -- No. 710300

Category	Culture and Recreation	Date Last Modified	May 13, 2008
Subcategory	Libraries	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Gaithersburg	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,827	15	1,099	1,713	920	479	314	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,522	0	500	3,022	0	2,357	665	0	0	0	0
Construction	16,775	0	741	16,034	0	11,318	4,716	0	0	0	0
Other	2,630	0	379	2,251	0	906	1,345	0	0	0	0
Total	25,754	15	2,719	23,020	920	15,060	7,040	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	481	0	400	81	81	0	0	0	0	0	0
G.O. Bonds	24,863	15	2,229	22,619	519	15,060	7,040	0	0	0	0
State Aid	410	0	90	320	320	0	0	0	0	0	0
Total	25,754	15	2,719	23,020	920	15,060	7,040	0	0	0	0

DESCRIPTION

This project calls for a major renovation and redesign of the Gaithersburg Library, a 33,730 square foot structure opened in 1981. Renovation of this 24 year old facility will include replacement of HVAC, lighting, electrical, plumbing, security, fire alarm, communications, roof, and windows; reconfiguration of the library interior including a 6,130 square foot addition for expansion of the children's room; redesign of bathrooms to meet accessibility requirements, masonry work to correct on-going cracking of the exterior walls, re-paving of the parking lot and other site work; and replacement of furniture. The project includes the cost of temporary facilities for the duration of construction.

JUSTIFICATION

The Department of Public Libraries Strategic Facility Plan identified the Gaithersburg Library for renovation in 2001, 20 years after it opened to the public. The library continues to be the busiest in the County with a circulation of more than 1 million items and about 700,000 visits by the public each year. Staff offer more than 300 public programs per year and the meeting rooms are booked by more than 100 groups per month.

OTHER

The County Council requested that the Executive review the Program of Requirements for this library to take into consideration community demographics, the space and programmatic needs for the library, and any limitations associated with the current site. Any changes proposed as a result of the review may ultimately affect the costs and schedule for this project.

County Executive approved a model that would add a total of 22,456 gross square feet to the building. This will include a partial second floor with 7,500 gross square feet that will hold the elevator, meeting rooms, mechanical rooms, storage, and a satellite office of the Gilchrist Center. The remaining space will be added to the main level of the current structure along the front, back and sides without impacting the number of current parking spaces. The renovated space will also feature a new drive up book drop and service window.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA

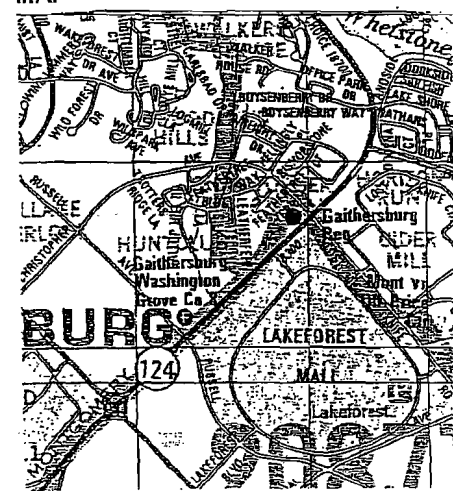
Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY07	13,457
Current Scope	FY07	13,007
Last FY's Cost Estimate		13,007
Appropriation Request	FY09	-7,353
Appropriation Request Est.	FY10	19,776
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,007
Expenditures / Encumbrances		913
Unencumbered Balance		10,094
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
 Department of General Services
 Department of Technology Services
 Department of Permitting Services
 Department of Public Libraries
 Upcounty Regional Services Center
 WSSC

Special Projects Legislation was approved
 May 25, 2006 (Bill No. 11-06)

MAP



CE RECOMMENDED AMENDMENT

Gaithersburg Library Renovation -- No. 710300

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 08, 2009
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,827	128	986	1,713	920	479	314	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,522	0	500	3,022	0	2,357	665	0	0	0	0
Construction	16,775	0	741	16,034	0	10,018	4,716	1,300	0	0	0
Other	2,630	0	379	2,251	0	206	1,345	700	0	0	0
Total	25,754	128	2,606	23,020	920	13,060	7,040	2,000	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	481	0	400	81	81	0	0	0	0	0	0
G.O. Bonds	24,863	128	2,116	22,619	519	13,060	7,040	2,000	0	0	0
State Aid	410	0	90	320	320	0	0	0	0	0	0
Total	25,754	128	2,606	23,020	920	13,060	7,040	2,000	0	0	0

DESCRIPTION

This project calls for a major renovation and redesign of the Gaithersburg Library, a 33,730 square foot structure located at 18330 Montgomery Village Avenue and opened in 1981. Renovation of this facility will include replacement of HVAC, lighting, electrical, plumbing, security, fire alarm, communications, roof, and windows; reconfiguration of the library interior including a 6,130 square foot addition for expansion of the children's room; redesign of bathrooms to meet accessibility requirements, masonry work to correct on-going cracking of the exterior walls, re-paving of the parking lot and other site work; and replacement of furniture. The project includes the cost of temporary facilities for the duration of construction.

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FISCAL NOTE

Project schedule amended to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA

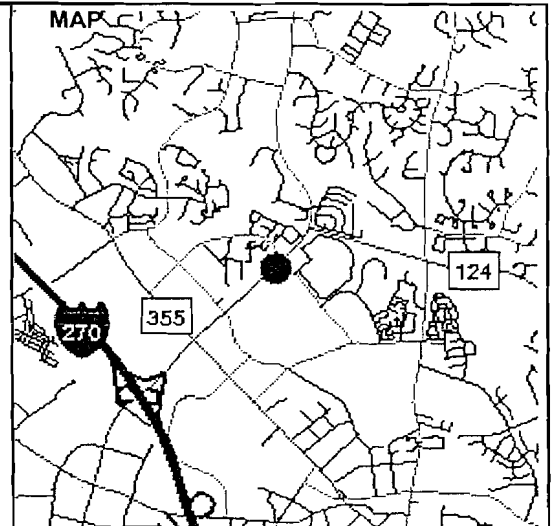
Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY07	13,457
Current Scope		
Last FY's Cost Estimate		25,754
Appropriation Request	FY10	19,776
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,654
Expenditures / Encumbrances		986
Unencumbered Balance		2,668
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Department of General Services
Department of Technology Services
Department of Permitting Services
Department of Public Libraries
Upcounty Regional Services Center
WSSC

Special Projects Legislation was approved
May 25, 2006 (Bill No. 11-06)

MAP



McGuire, Essie

From: Goldsmith, Charles
Sent: Thursday, February 05, 2009 12:03 PM
To: McGuire, Essie
Subject: FW: Status of Gaithersburg Library for Council Meeting

FYI.

Charles Goldsmith
 Office of Management and Budget
 240-777-2779
 240-777-2756 (fax)

-----Original Message-----

From: Stiles, James

The status of the project is that we are in the Design Development phase of the project; we expect the A/E to submit the Design Development (60%) documents in March 2009.

The project schedule is as follows:

March 2009 -	Filing for Mandatory Referral
June 2009 -	Mandatory Referral meeting / MNCPPC comments
July 2009 -	Direction to A/E to proceed to Construction Documents
December 2009 -	Construction Documents completed by A/E; documents filed for permits
February 2010 -	Permits received; Request for Proposals for construction contract issued
April 2010 -	<i>Close Library; remove books and furniture</i>
June 2010 -	Award Construction Contract (start construction)
January 2012 -	Complete Construction
March 2012 -	<i>Install books & furniture; re-open Library</i>

As the above schedule indicates, the **shifting of expenditures into FY12 does not delay project completion** – as significant work (construction, furniture, move, etc.) is scheduled to occur in FY12.

James A. Stiles, P.E.
 Acting Chief
 Division of Building Design and Construction
 Department of General Services
 Montgomery County, Maryland
 240-777-6112

Library Capital Improvement Projects Report

Gaithersburg Library Renovation

Project # 710300

Design Schedule

	Start	Finish
PDF	--	December 2009
Previous	September 2007	January 2010
Current	September 2007	February 2010

Major issues resolved:

The County Council requested that the Executive staff review the Program of Requirements (POR) for this branch to take into consideration community demographics, the space and programmatic needs for the library, and any limitations associated with the current site. As a result of that request, the following occurred:

June 2007: A community meeting was held at the Gaithersburg Library to gather suggestions from residents about the services to be delivered in the renovated facility. The community feedback was recorded and analyzed for incorporation into design options.

October 2007: County staff met with the project architects to evaluate the impact of the community feedback and incorporate into a revised POR.

November 2007: The Director of DPL met with representatives from the Department of Recreation and the Up-County Regional Services Center to discuss the possibility of Libraries and the Gilchrist Center partnering to deliver services and programs to residents from the renovated Gaithersburg Library. A decision was made to incorporate space needs for a satellite office of the Gilchrist Center in the library design.

December 2007: Design options were forwarded to the Chief Administrative Officer for consideration.

February 2008: The Directors of Public Libraries Recreation asked the County Executive to review the options and make a decision that would allow funding recommendations to be developed and sent to the County Council.

March 2008: The County Executive recommended a design option which added 13,100 square feet to the main level and 7,500 square feet to a second level. The total additional space of 18,600 square feet includes rooms for the Gilchrist Center and meeting rooms on the new second floor of the building.

Spring 2008: The County Council approved funding of \$25.754 million for planning, design, and construction for the project.

June 2008: The Concept Plan was presented to the residents and Library Advisory Committee at a community meeting held at the Gaithersburg Library. Comments were taken from community to incorporate in next design phase. The Architects were directed to proceed with the Schematic Design.

November 2008: The Schematic Design was presented to the residents and Library Advisory Committee at a community meeting held at the Gaithersburg Library. The Committee is requesting a second entrance which DPL and the Architect oppose due to security issues.

Pending Issues:

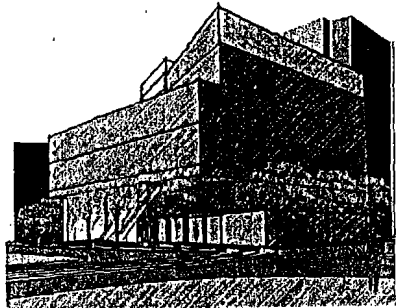
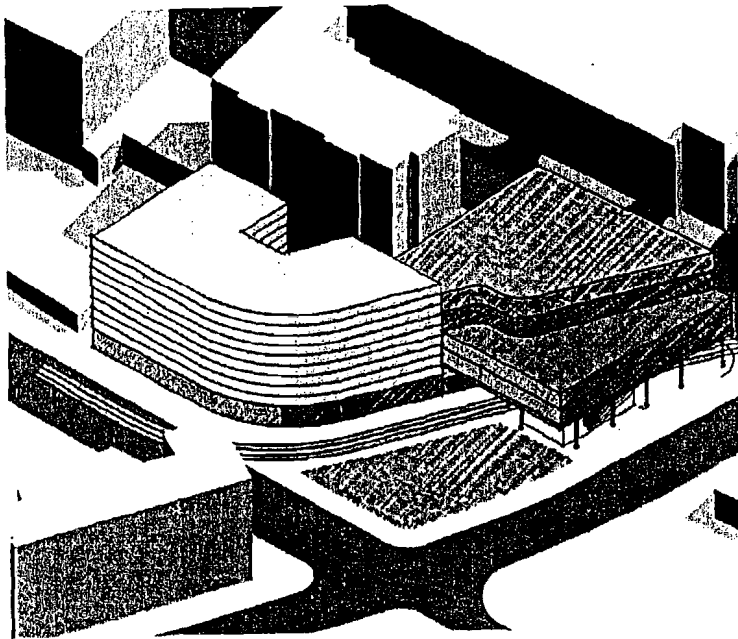
- Resolution of second entrance request

Status:

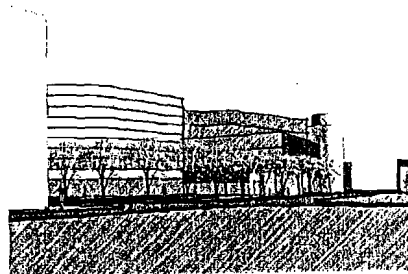
- The Schematic Design is complete.

Next Steps:

- The Design Development phase will continue upon resolution of the second entrance issue.



Perspective - Fenton and Wayne



Perspective - Bonifant and Fenton

PROGRAM	LEVEL	AREA (SF)
LIBRARY	1	2,000
LIBRARY	3	23,000
LIBRARY	4	23,000
LIBRARY	5	15,000
TOTAL LIBRARY		63,000
ARTS CENTER	1	5,000
ARTS CENTER	2	15,000
TOTAL ARTS CENTER		20,000
RESIDENTIAL	1	4,500
RESIDENTIAL	2	9,000
RESIDENTIAL	3	16,000
RESIDENTIAL	4	16,000
RESIDENTIAL	5	16,000
RESIDENTIAL	6	16,000
RESIDENTIAL	7	16,000
RESIDENTIAL	8	16,000
RESIDENTIAL	9	16,000
RESIDENTIAL	10	16,000
TOTAL RESIDENTIAL	146 UNITS	146,000
RETAIL	1	22,000
COUNTY OFFICE	6	15,000
TOTAL GROSS AREA		266,000
OPEN SPACE		AREA (SF)
GROUND LEVEL PLAZA		8,000
PURPLE LINE AREA		15,000
TOTAL 'OPEN SPACE'		23,000
GREEN ROOF		AREA (SF)
RESIDENTIAL	2	3000
LIBRARY	5	8000

Concept 1c

Master Plan Concept 1c

Facility Program:

- 63,000 sf Library
- 20,000 sf Art Center
- 15,000 sf Office
- A Connecting Bridge to the existing Wayne Avenue Garage

Total.....\$58,367,000*

Main Design Characteristics:

- Creates a presence on Wayne and Fenton, linking Downtown with Fenton Village
- Provides southern exposure for the Library and the future residential tower
- Provides a Public space at the corner of Bonifant and Fenton that is consolidated and open, and establishes the northern gateway to the future Fenton Village development
- Provides for conservation of County resources by using the existing Wayne Avenue Garage
- Is ADA and family friendly, providing ready access to the library by use of a bridge from the Wayne Avenue Garage
- Provides a sheltered, yet open, transit stop for the Purple line, with its incorporation into the Architecture.
- Provides for the lowest construction cost and fastest delivery of all options, by avoiding rock excavation, use of the Mandatory Referral Method, and the delay caused by finding a Development partner
- Allows the Library to be build separately (without reliance on a Development partner)
- Meets LEED requirements by using existing Wayne Avenue Garage and avoiding the creation of new parking

** Preliminary estimate based on master Plan Concept. Cost estimate of Design Development concept will be required to determine final funding request. Current estimate includes \$7.4 million of land which will be part of future DHCA project.*

Silver Spring Library Project Cost Estimate

1c

Total

Library	\$30,906,000
County/ Prof. Office Space	\$4,876,000
Arts Space	\$6,501,000
Bridge or Parking Cost	\$684,000
Cost of Land	\$15,400,000
Total:	\$58,367,000
Stand alone Library	

* Includes one level of parking for future Residential.

Department of Public Works and Transportation
Division of Operations
Montgomery County, Maryland

TRAFFIC STUDY

Logger ID: 091523

I. IDENTIFICATION:

Location: Wayne Avenue between Fenton

Study By: Mike Tantillo

Street and Georgia Avenue

Recommended Approval _____

Study Date: 01/15/2009

Recommended Approval _____

Police District: Silver Spring

Recommended Approval [Signature] 2/4/09

Approved [Signature] 2/4/09

T.O. # _____ W.O. # _____

II. PURPOSE:

A new library will be constructed along the south side of Wayne Avenue, west of Fenton Street. The Executive Branch of Montgomery County Government was asked by the County Council to examine the possibility of a mid-block crosswalk on Wayne Avenue in order to connect the library to the County-owned parking garage on the north side of Wayne Avenue. This proposed crosswalk would be located about 120 feet west of the western crosswalk on Fenton Street, and would connect to the pedestrian entrance/exit on the eastern end of the parking garage. This study evaluates the viability of establishing a marked crosswalk at this location.

III. EXECUTIVE SUMMARY: (See Discussion for further details)

This study evaluates a proposed mid-block crossing that would provide a direct connection from the new library to the stair/elevator tower of the County parking garage. This crosswalk would be located across Wayne Avenue about 120 feet west of the signalized intersection of Wayne Avenue and Fenton Street. The segment of Wayne Avenue on which the crosswalk is proposed is approximately 750 feet long. Signalized intersections are present at both ends of this segment, and both of the intersections have marked, signalized crosswalks.

The crosswalk was evaluated based on Montgomery County's mid-block unsignalized crosswalk evaluation form and on the Recommended Practice for Midblock Crossings developed by the Institute of Transportation Engineers (ITE). Factors used to evaluate the crosswalk include distance to nearest protected crosswalks, pedestrian demand, distance to the nearest cross street or driveway, vehicular traffic volume on the roadway, prevailing speed of traffic, available sight distances, presence of a median refuge, and availability of gaps in traffic flow to allow

pedestrians to safely cross.

In general, mid-block crosswalks should be at least 300 feet from adjacent protected crossings, across roadways with daily traffic volumes of less than 12,000 vehicles per day, 100 feet from the nearest cross street or driveway, and on roadways with sufficient gaps in traffic to allow pedestrians to cross within 60 seconds. A crosswalk at the above proposed location would be about 120 feet from the nearest protected crosswalk at Fenton Street, and within 100 feet of the County parking garage entrance. The roadway traffic volumes are estimated at approximately 12,700 vehicles per day.

The main concerns of a crosswalk located at the east end of the county parking garage are the traffic movements and queuing on Wayne Avenue. Traffic exiting the garage onto Wayne Avenue eastbound often backs up into the garage from the Fenton Street signal. Traffic entering the garage must weave with this exiting traffic, creating an unsafe situation for pedestrians who would be crossing very close to this weaving and who would be crossing through a line of stopped vehicles during peak periods. Queued traffic would make it difficult for drivers to see pedestrians in the crosswalk. The proposed Purple Line (light rail transit line) would also travel through the Wayne Avenue and Fenton Street intersection. This proposed Purple Line, if constructed, would mean less green signal time would be allocated to Wayne Avenue, making congestion worse in the future. In addition, there are two service alleys, one next to the County parking garage and one next to the library on the west side that will be used by large trucks. For the above reasons, an unprotected crosswalk is not recommended at this location.

Two other alternatives were evaluated for possible crosswalks along Wayne Avenue. The first alternative was a signalized pedestrian crossing at the east end of the County garage. This alternative would stop vehicles with a traffic signal and allow pedestrians to safely cross. This was not determined to be a viable option, since signal operations would worsen vehicular traffic flow on Wayne Avenue, increasing congestion, and therefore increasing sight distance issues. If the crosswalk was considered to be a separate intersection from the Wayne Avenue/Fenton Street intersection, vehicle traffic would back up in the short area between the two intersections. If the crosswalk was considered to be part of an extended Wayne Avenue/Fenton Street intersection, the yellow and all-red clearance times would need to be longer in order to clear the large intersection. This would result in an inefficient intersection operation, especially considering the future operation of the signal with priority treatment for the Purple Line.

The second alternative evaluated was an unsignalized crosswalk on Wayne Avenue at the west end of the County parking garage, adjacent to the west stair tower. This location contains a raised median which could be used as a pedestrian refuge island. This location is also farther from the nearest signalized intersection than the location at the east end of the garage and has fewer conflicting vehicular movements. Although this location is more suitable for a crosswalk, it is less conveniently located for library patrons, who would have to backtrack after crossing Wayne Avenue and the stair tower at this corner does not provide access for the mobility impaired. It is likely that most library patrons would instead choose to use the protected Fenton Street crosswalk, which would require less backtracking.

Therefore, it is not recommended to install a mid-block crosswalk along Wayne Avenue. Pedestrians should be encouraged to use the Fenton Street intersection with pedestrian treatments near the garage stair/elevator tower to discourage crossings there. It should also be noted that the reconfiguration of the Fenton Street intersection for the Purple Line would likely move the crosswalk closer to the library entrance and garage stair/elevator tower. See the discussion section for more details.

This study did not evaluate the feasibility of a pedestrian bridge over Wayne Avenue connecting the County parking structure with an upper level of the library. Although clearly the safest from the standpoint of eliminating conflicts with traffic, our experience is that these facilities are only effective when designed to provide access that is as convenient if not more so than other alternatives.

IV. STREET CLASSIFICATION:

<u>Street Name</u>	<u>Classification</u>		<u>TS</u>	<u>Posted</u>
	<u>Master Plan</u>	<u>Functional</u>		<u>Speed</u>
1. Wayne Avenue	Arterial	Arterial	No	25 MPH

V. DISCUSSION:

This study begins with the assumption that the proposed library will generate enough traffic utilizing the County parking garage and then walking to the library to meet the minimum pedestrian volumes for consideration of a mid-block crosswalk. Wayne Avenue is a 5-lane undivided arterial roadway through the Silver Spring Central Business District. The center lane of Wayne Avenue serves as a two-way left turning lane for access to adjacent businesses. Wayne Avenue has signalized intersections with Georgia Avenue (US 29) and Fenton Street on either side of the study area. The length of Wayne Avenue through the study area is approximately 750 feet. Marked crosswalks with pedestrian signal indications are present across all four legs of both intersections. Along the north side of Wayne Avenue are a gym, an Office Depot and a County parking garage. Along the south side are offices, residential buildings, and retail, along with the site of the proposed library.

The most logical location for a mid-block crosswalk from the perspective of a pedestrian exiting the garage at street level is at the stair/elevator tower on the east end of the parking garage. The crosswalk would connect the garage directly to the site of the library and would be located 120 feet east of the Fenton Street intersection. This is the location that was requested to be evaluated.

A mid-block/uncontrolled crosswalk evaluation form was completed, based on the ITE's recommended practices, which are attached. According to these guidelines, the crossing location should generally be more than 300 feet from the nearest protected crossing, and the Average Daily Traffic volume (ADT) should generally be less than 12,000 vehicles per day. The guidelines further suggest that four-lane undivided roadways (and by extension, 5-lane undivided

roadways with 4-lanes of through traffic) carrying more than 12,000 vehicles per day are generally not desirable for the implementation of mid-block unprotected crosswalks.

The ITE's recommended practices include general criteria stating that mid-block crosswalks should be located 100 feet or more from the nearest side street or driveway. The recommended practices also state that adequate sight distance should be available, and that unsignalized mid-block crosswalks should not be provided where traffic volumes do not have gaps in the traffic stream long enough for a pedestrian to walk to the other side of the roadway. All of the above are concerns with an unsignalized crosswalk at this location on Wayne Avenue.

A traffic impact study completed by Kimley-Horn and Associates for the Purple Line contains projected future peak-hour traffic volumes for Wayne Avenue. The AM peak hour traffic volume is projected to be 935 vehicles, and the PM peak hour traffic volume is projected to be 1,269 vehicles. The highest hour of traffic volume on a roadway is generally 10% of the average daily traffic volume. Thus, the average daily traffic volume on Wayne Avenue would be approximately 12,690 vehicles per day. This volume suggests that there may be too much vehicular traffic on Wayne Avenue to safely implement an unprotected crosswalk based on the criteria in the crosswalk evaluation form. Due to the lack of available gaps in traffic during peak hours, pedestrian safety is a concern at unprotected crosswalks on roadways where volumes are at or greater than approximately 12,000 vehicles per day. It is safer for pedestrians to cross at a protected crossing, which in this case is 120 feet to the east at Fenton Street. The ITE's recommended practices indicate that unsignalized crosswalks can be provided when the volumes are at or below 15,000 vehicles per day if a median refuge is provided. A median refuge could be added at the proposed location; however this would significantly exacerbate traffic congestion and does not eliminate the problems with weaving, turning vehicles into the parking garage entrance, and the lack of available gaps due to congestion. Thus, there are still justifications for not installing an unsignalized crosswalk even if a pedestrian refuge island were added to the median of Wayne Avenue.

Currently, there exists a congestion problem on this segment of Wayne Avenue during the PM Peak hour. Eastbound traffic on Wayne Avenue queues up at the Fenton Street signal. This queue is due to the volume of vehicles turning left from Wayne Avenue onto Fenton Street. During the PM peak, this queue often extends into the County parking garage. There are also many left turns into the garage during the PM peak hour from Wayne Avenue. The entrance to the garage is farther east than the garage exit, meaning drivers turning left into the garage have to cross the queue of vehicles exiting the garage towards Fenton Street. The short stretch of two-way left turn lane between the garage entrance and exit functions as a weaving segment with queued vehicles turning into the garage sharing space with vehicles attempting to locate gaps in westbound traffic on Wayne Avenue such that they can merge into the through lanes. This traffic pattern is problematic and undesirable even without a pedestrian crossing in the midst. These queues and weaving patterns occur at the location of the proposed mid-block crosswalk. Unprotected crosswalks present a safety problem when traffic queues across them, since the queued vehicles block the drivers' view of the crosswalk. This is especially problematic in cases where the queue is caused by traffic turning onto another roadway, and the queues in adjacent

traffic lanes are not even. Pedestrians can walk between queued vehicles in one lane, and step into an adjacent lane with moving traffic. Drivers in that adjacent lane may not expect pedestrians to step out between queued vehicles, and may be unable to safely stop upon seeing a pedestrian in the crosswalk. In addition, many drivers will be concentrating on executing turns into and out of the garage, and may not realize there is a crosswalk if they are unfamiliar with the location.

The proposed Purple Line is expected to cause changes to the Wayne Avenue/Fenton Street intersection and signal in the future. A formal decision regarding the construction of the Purple Line has not yet been made, however there is the potential for a light rail line to run down Wayne Avenue east of Fenton Street, and veer to the south at Fenton Street. This would place a Purple Line light rail stop behind the library (see attached draft design). This light rail option would complicate signal operations at the intersection of Wayne Avenue and Fenton Street, as the light rail would add an additional phase to the signal, and therefore a smaller proportion of green time would be allocated to Wayne Avenue and Fenton Street. These changes could increase the amount of queuing on Wayne Avenue approaching the intersection with Fenton Street, thereby exacerbating the queuing, weaving, and congestion problems described above.

As part of the reconfiguration of the intersection of Wayne Avenue and Fenton Street for the light rail line, the stop bar and pedestrian crossing of the west leg of Wayne Avenue will be moved farther back so as not to directly conflict with the rail tracks. Relocating the crosswalk further to the west on Wayne Avenue will move it closer to the library and parking garage stair/elevator tower, thereby increasing the convenience of this crosswalk to library users. Given the constraints and issues described above, an unprotected crosswalk is not recommended for this location.

A signalized pedestrian crossing is another option that can be considered in light of safety concerns with an unprotected crossing. A signalized pedestrian crossing could be operated in one of two ways: separate signals for the crosswalk and the Wayne Avenue/Fenton Street intersection, or the two can be connected as one large signalized intersection complex.

Two separate signals would cause operational problems on the roadway segment between the crosswalk and the intersection of Wayne Avenue and Fenton Street, as the two signals would be separated by only 120 feet. The two signals can be coordinated to facilitate predominant traffic flows; however, heavy turning movements at the Wayne Avenue/Fenton Street intersection would likely mean vehicles would turn onto Wayne Avenue from Fenton Street and encounter a red signal at the crosswalk only 120 feet after executing the turning maneuver. The short distance between the two signals would limit the number of vehicles that can queue up at the crosswalk signal without spilling into the Fenton Street intersection. It should be noted that queues may not form evenly in both lanes, as drivers would select a particular lane depending on their destination.

Eastbound traffic on Wayne Avenue may encounter a similar problem. The queues for the Fenton Street intersection would extend through the signalized crosswalk during peak times, and

this is an undesirable traffic condition, as pedestrians may attempt to weave through queued vehicles when the crosswalk signal is in the "WALK" phase.

Compliance at a signalized pedestrian crossing at this location may be problematic. Pedestrians seeing stopped vehicles may assume it is safe to cross when it is in fact not safe. Since the signal would need to be on the same cycle length as the signal at Fenton Street to ensure coordination, pedestrians may not wish to wait for the pedestrian signal. A cycle half the length of the Fenton Street signal could be explored to allow pedestrians to cross more frequently, though this presents operational problems with having signals on different cycle lengths. In addition, it may represent a safety concern to motorists to have signals operating on different cycle length in close proximity to one another. For example, eastbound drivers may see a green signal indication at Fenton Street and not realize that the crosswalk signal was still displaying a red indication.

If the crosswalk and the Wayne Avenue/Fenton Street intersection were considered to be one large intersection complex, the coordination would not be as great of a concern. However such an intersection would not operate as efficiently as two separate intersections would. In order for traffic within the intersection to clear, sufficient yellow clearance time and all-red time must be provided during the signal cycle. The time required is based on the size of the intersection, which would encompass the width of Fenton Street, the width of the crosswalk, and the 120 feet separation distance between the two. This clearance time would be much greater than the current clearance time. Since a larger proportion of the signal phase would be allocated to clearance, a smaller portion of green time would be available for vehicular traffic on Wayne Avenue, which would exacerbate the congestion problem. Another problem would be south bound motorists turning right on green would have time to accelerate before encountering pedestrians in the crosswalk during the concurrent "WALK" phase.

In both signalized crosswalk scenarios, the nearest signal to the parking garage exit would be 120 feet closer than under present conditions. Traffic exiting the County garage currently encounters queues and congestion leading to the Fenton Street intersection which would be expected to worsen if the first signal drivers encounter after exiting the garage is 120 feet closer than it is presently.

Thus, it is not recommended to install any crosswalk at this location, protected or unprotected. Other locations along Wayne Avenue were examined to determine the most logical location for a potential mid-block crosswalk. One possible location was determined to be the west end of the County parking garage where a stair tower exists. At this location, there is a raised median which can function as a pedestrian refuge, and thus pedestrians could safely wait while crossing for traffic to clear. The crossing would still have issues due to the proximity of the Georgia Avenue intersection; however it is approximately 250 feet from Georgia Avenue, about double the 120 feet of separation between the initially proposed location and Fenton Street. The proposed Purple Line would not affect operations at the Georgia Avenue intersection. An alley adjacent to the west end of the garage is one-way toward Wayne Avenue, and traffic is forced to turn right onto Wayne away from the crosswalk. Thus the alley does not present any movements that would conflict with a crosswalk at this location.

Table 9.5 Recommended Practice for Midblock Crossings

General
<ul style="list-style-type: none"> The decision to locate a midblock crosswalk will be based on numerous factors. Generally, however, consider providing a marked midblock crossing when protected intersection crossings are spaced greater than 400 ft., or so that crosswalks are located no greater than 200 to 300 ft. apart in high pedestrian volume locations, and meets the criteria below. Midblock crossings may be considered when there is significant pedestrian demand to cross a street between intersections, such as connecting to major generators or transit stops. Midblock crosswalks should be located at least 100 ft. from the nearest side street or driveway so that drivers turning onto the major street have a chance to notice pedestrians and properly yield to pedestrians who are crossing the street.
Criteria
<ul style="list-style-type: none"> Streets with an average daily traffic volume of 12,000 vehicles per day or less. Multi-lane streets carrying less than 15,000 ADT if a raised pedestrian refuge median is provided. Prevailing speeds less than 40 mph. A minimum pedestrian crossing volume of 25 pedestrians per hour for at least four hours of a typical day. Adequate sight distance is available for pedestrians and motorists.
Recommendations
<ul style="list-style-type: none"> Unsignalized midblock crosswalks should not be provided on streets where traffic volumes do not have gaps in the traffic stream long enough for a pedestrian to walk to the other side or to a median refuge. At locations with inadequate gaps that also meet MUTCD signalization warrants, consider a signalized midblock crossing. Consider a signalized midblock crosswalk where pedestrians must wait more than an average of 60 seconds for an appropriate gap in the traffic stream. When average wait times exceed 60 seconds, pedestrians tend to become impatient and cross during inadequate gaps in traffic. On streets with continuous two-way left-turn lanes, provide a raised median pedestrian refuge with a minimum refuge length of 20 ft. and a minimum width of 6 ft. Provide overhead safety lighting on both ends of midblock crosswalks. Provide wheelchair ramps or at-grade channels at midblock crosswalks with curbs and medians. Provide raised median pedestrian refuge at midblock crossings where the total crossing width is greater than 60 ft. Use high-visibility (ladder-style) crosswalk markings to increase visibility longitudinally. Provide advance stop or yield lines to reduce multiple threat crashes. Provide advance crosswalk warning signs for vehicle traffic. Provide curb extensions at midblock crosswalks with illumination and signing to increase pedestrian and driver visibility. "Z" crossing configurations should be used for midblock crossings with medians wherever possible (see Figure 9.16). Provide an at-grade channel in median at a 45-degree angle toward advancing traffic to encourage pedestrians to look for oncoming traffic.
Other Considerations
<ul style="list-style-type: none"> A strategy to calm traffic speeds in advance of and at a midblock crossing is to raise the pavement to meet the sidewalk elevation by use of gentle ramps (see Figure 9.17). Consider use of overhead flashing beacons.

Adapted from:

Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Locations, FHWA, 2002

Manual of Uniform Traffic Control Devices, FHWA, 2003 Edition

Guide for the Planning, Design and Operation of Pedestrian Facilities, AASHTO, 2004

TRAFFIC ENGINEERING & OPERATIONS

MID-BLOCK / UNCONTROLLED CROSSWALK CRITERIA

LOCATION Wayne Ave e. of Fenton St. DATE 12/18/08
EVALUATION BY MJT REQUESTED BY _____

SL. NO	CRITERIA	Yes	NO	REMARKS
1	The pedestrian crossing volume is <u>not</u> caused by a correctable gap in the sidewalk system.	✓		Continuous sidewalks
2	Minimum distance of 300 feet to the nearest protected crossing (crossing controlled by stop signs or signal or grade separation).		✓	Fenton / Wayne Int. 300 feet away and signalized
3	Pedestrian trip generated by Schools, senior citizen facilities, community center, library, or other significant pedestrian generators.	✓		Library
4	Posted speed is 35mph or less. (Uncontrolled mid-block crosswalks are usually not recommended where 85 th percentile speed is > 40mph.)	✓		
5	The location shall have safe stopping sight distance. (see chart below)	✓		
6	25 pedestrians or (15 or more elderly and or children), during any two peak hours within 50 feet of the proposed crossing.	✓		Assumed
7	Two-lane Roadway ADT ≤ 12,000 vpd (Four-lane undivided roadways carrying more than 12,000vpd should not be considered)		✓	according to KHA traffic volumes (as shown) (correctable) peak no volumes 935 - Am, 1269 - Pm.
8	Overhead lighting / ambient lighting	✓		
9	Presence of bus stops on either side of the roadway		✓	

Exceptions: (a) The crossing location is the designated school walking route plan.

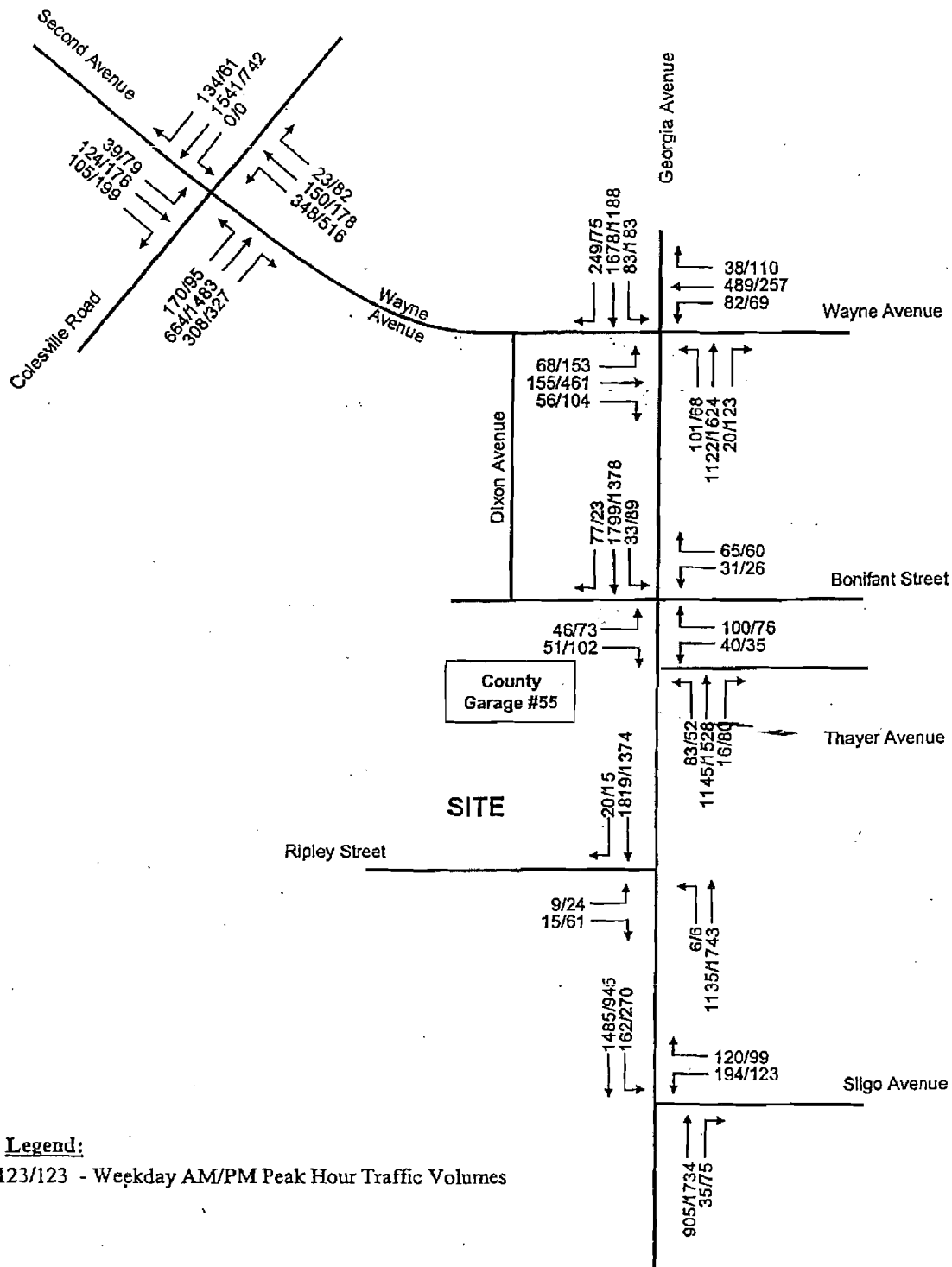
(b) A traffic Engineering study indicates a safety problem that can be addressed by a marked mid-block crosswalk.

(c) If the crossing location connects an existing extensively used Hiker/biker trail on either side of the roadway.

AASHTO STOPPING SIGHT DISTANCE REQUIREMENT (AASHTO 2004)

Classification/ Design Speed	SSD
20 mph	115 FT
25 mph	155 FT
30 mph	200 FT
35 mph	250 FT
40 mph	305 FT

Customer Service & Engineering Excellence With Pride



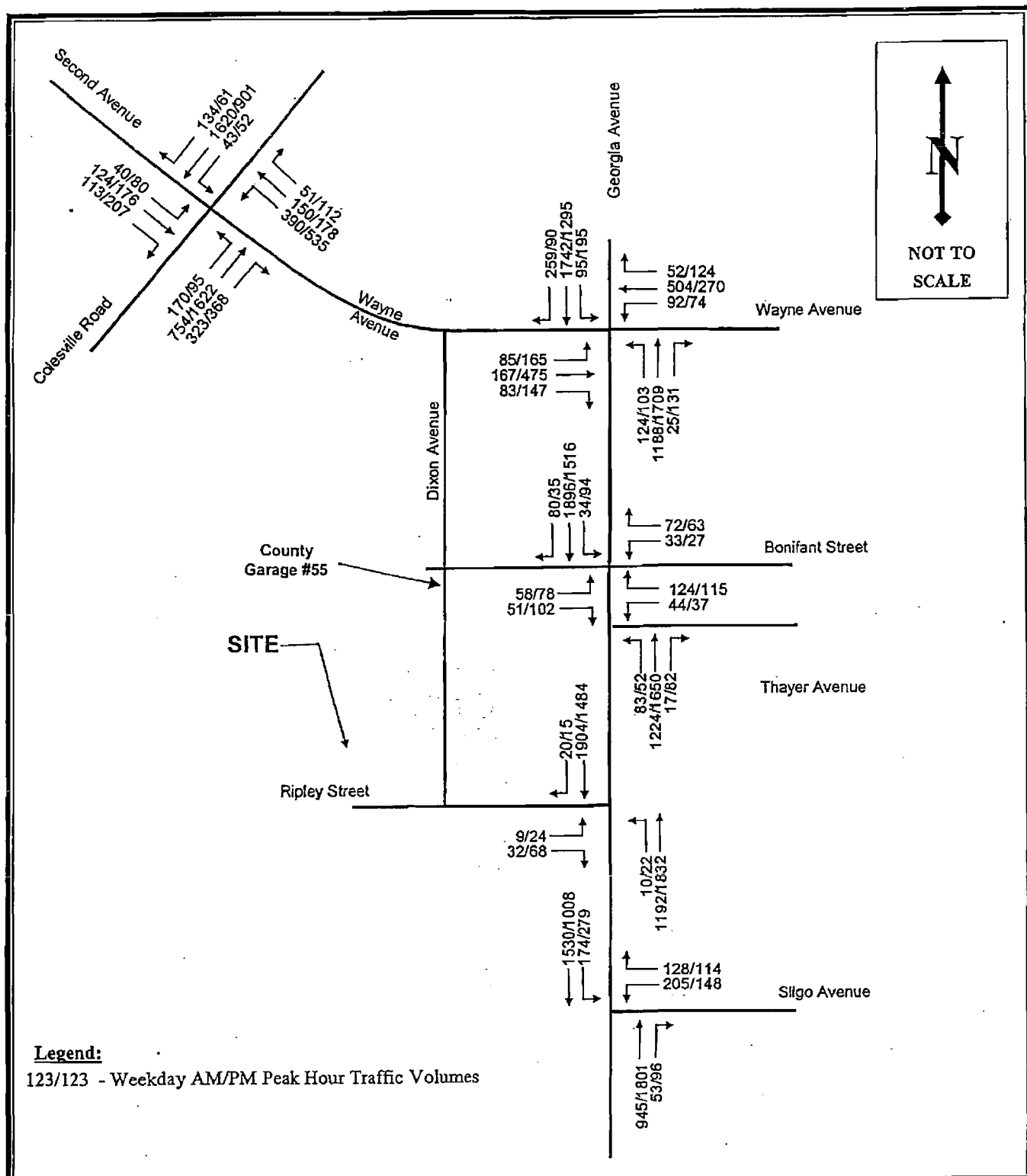
Existing Peak Hour Traffic Volumes

Midtown Silver Spring
Silver Spring, Maryland

Figure

3

Page 8



Kimley-Horn
and Associates, Inc.

KHA Project # 110001001

Total Future Peak Hour Traffic Volumes

Midtown Silver Spring
Silver Spring, Maryland

Figure
8



Address **926 Wayne Ave**

Address is approximate

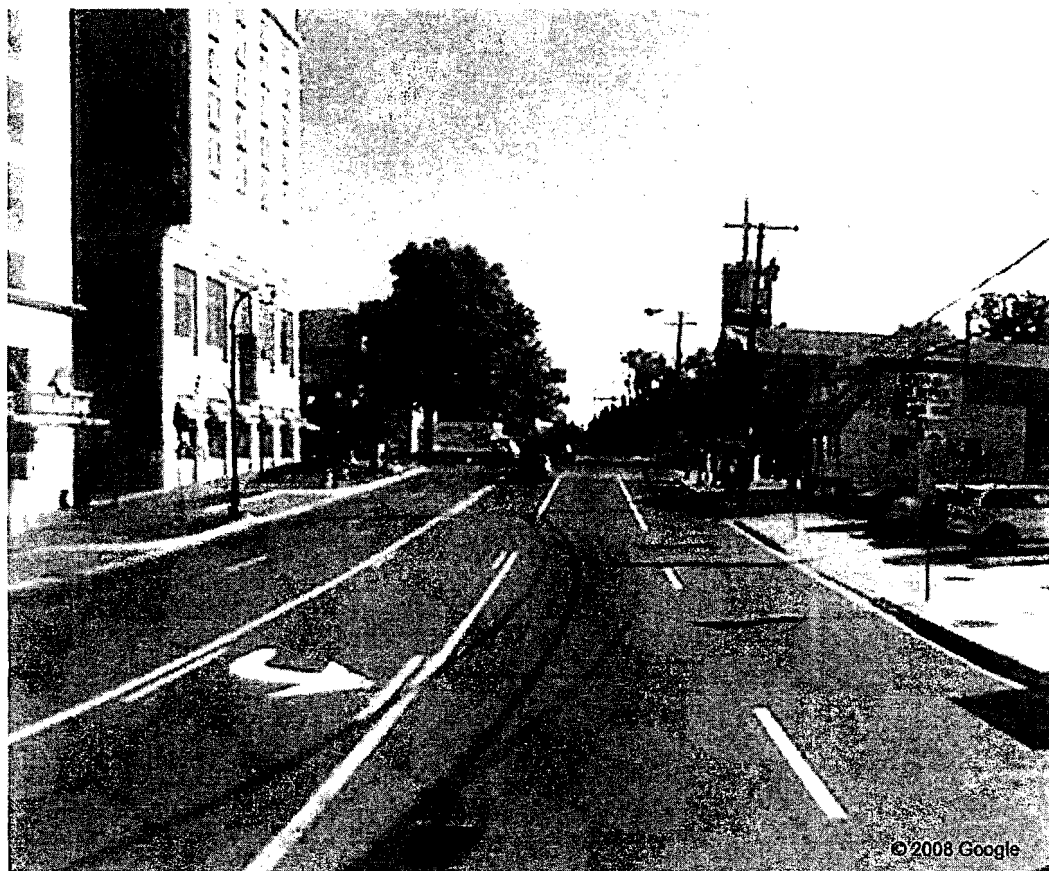
Wayne Avenue between Fenton St and Georgia Ave





Address **926 Wayne Ave**

Address is approximate
Wayne Ave between Fenton St and Georgia Ave

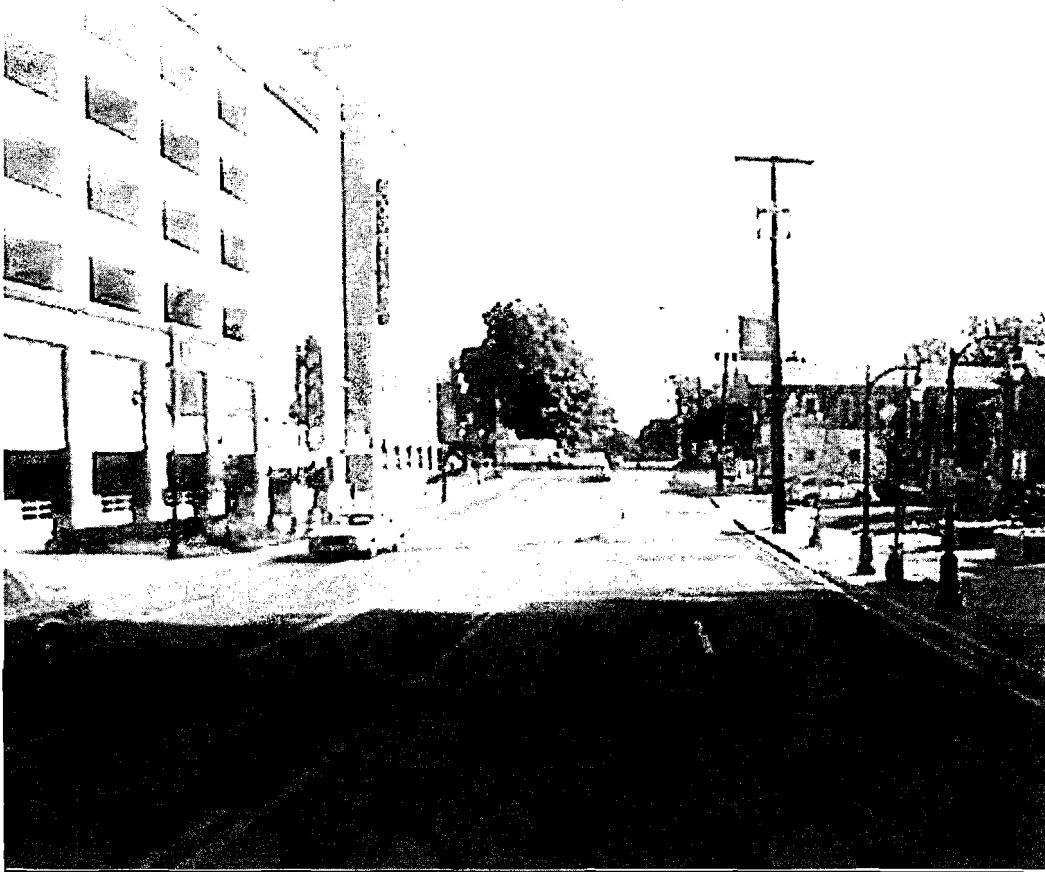




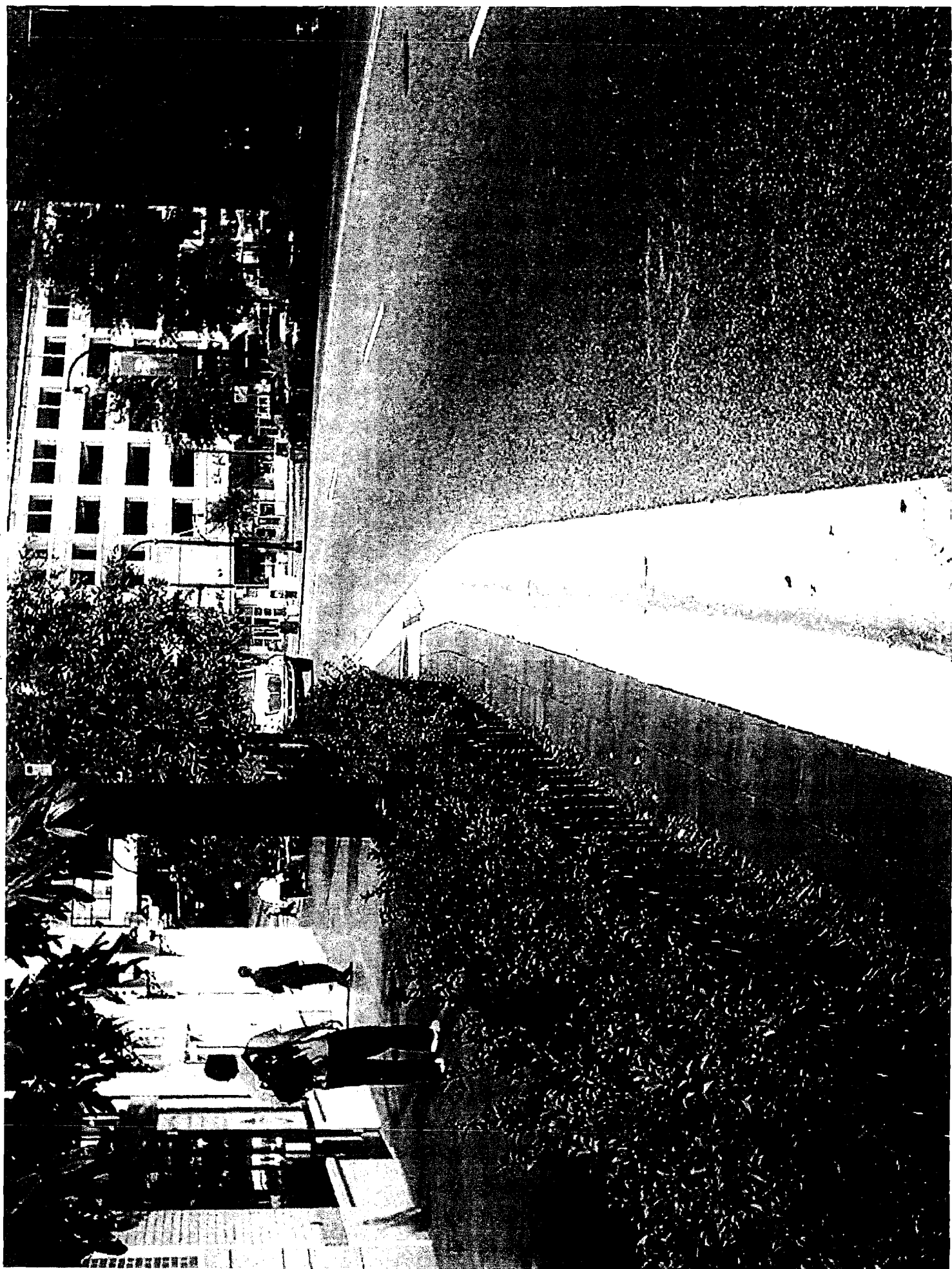
Address **930 Wayne Ave**

Address is approximate

Wayne Ave looking towards Fenton St. at approximate site of proposed crosswalk

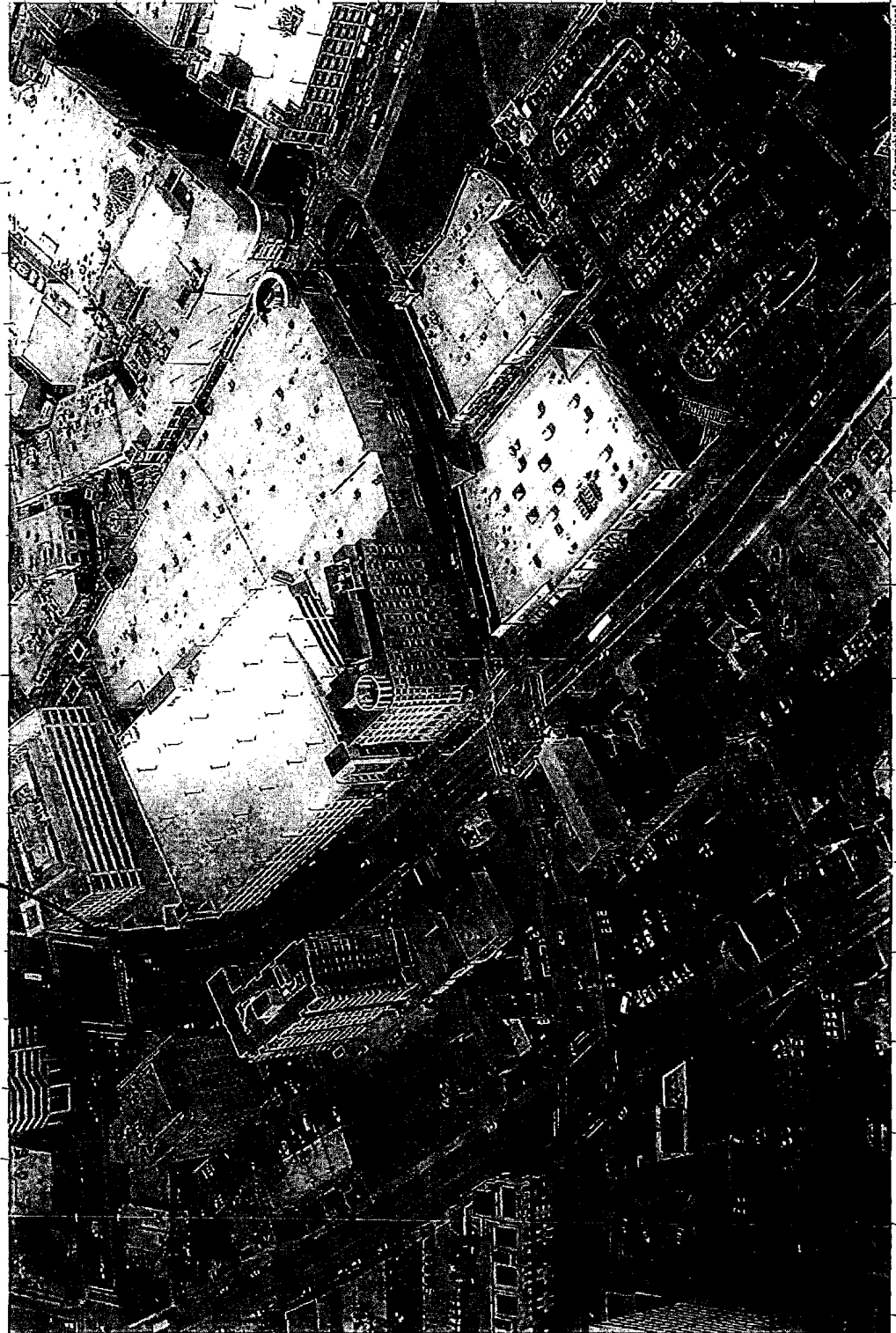


Fernando de Polanco





Alternate location



approx.
size of
proposed
X-walk

(c) Copyright 2008, Pitman International
Distance between tick marks: 53.02 feet

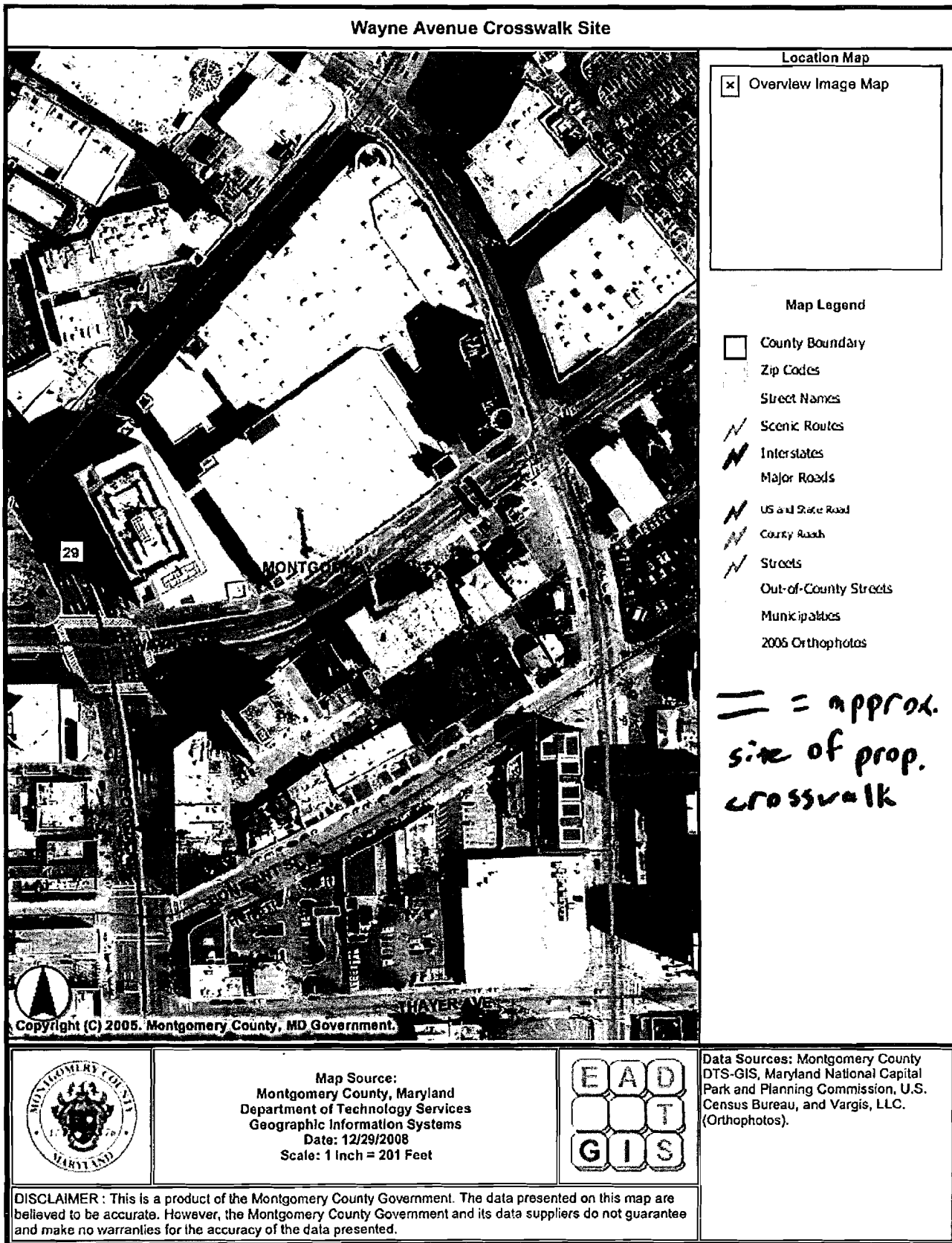
Average Scale: 1 inch = 88.7 feet

Creation Date: Mar 11, 2008 14:03
Modification Date: Apr 08, 2008 15:02



(c) Copyright 2008, Pictometry International

proposed
crosswalk





MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 6, 2009

George L. Leventhal, Councilmember
Chair, Health and Human Services Committee
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, MD 20850

Subject: Silver Spring Library

Dear Councilmember Leventhal:

Staff of the Montgomery County Planning Department appreciates the opportunity to work on the Silver Spring Library. We recognize the importance of the library to the community, and the difficult funding issues.

RECOMMENDATION

In response to your request, the staff of the Planning Department conducted an assessment of the options for providing pedestrian access to the library. The options include the following:

- Improve the intersection of Wayne Avenue and Fenton Street
- Provide a mid-block pedestrian connection across Wayne Avenue
- Construct a pedestrian bridge from the existing garage to the library

The staff recommends that pedestrian safety improvements be made to the intersection of Wayne Avenue and Fenton Street to provide access to the proposed Silver Spring Library and the future Purple Line Station instead of a pedestrian bridge or a mid-block crossing. The additional safety measures can be implemented in anticipation of the Purple Line. This solution will reduce costs, and provide a safe pedestrian crossing at grade for all users of the Silver Spring CBD.

DISCUSSION

Located at the edge of the Central Business District, the proposed Silver Spring Library will establish a major civic presence on the southwest corner of Fenton Street and Wayne Avenue. In addition to library facilities, the site will accommodate space for the arts, residential, office, and retail uses. The site of the library has also been identified as a possible transit stop for the proposed Purple Line LRT.

In December, the Health and Human Services (HHS) Committee gave consent to move forward with the County Executive's recommended Option 1C design concept, that calls for a pedestrian bridge extending from the Wayne Avenue Garage to the proposed library. At that time, the HHS Committee requested that a mid-block crossing on Wayne Avenue instead of a bridge be evaluated.



Existing Intersection at Wayne Avenue and Fenton Street

In response to this request, the Planning staff conducted an assessment of the options for providing pedestrian access to the library.

ANALYSIS

Traffic Analysis

The intersection of Wayne and Fenton Street currently accommodates traffic volumes during the PM peak hour, and operates at a level-of-service (LOS) C. Traffic studies indicate that the intersection will remain at a level-of-service C following construction of the Purple Line.

Current PM Peak Period Traffic Operations

Wayne Avenue Total Eastbound PM Peak Volume	881 cars per hour
Wayne Avenue Total Westbound PM Peak Volume	580 cars per hour
Left Turn from Wayne Avenue to Fenton Street	118 cars per hour
Left Turn from Fenton Street to Wayne Avenue	113 cars per hour
Right Turn from Fenton Street to Wayne Avenue	90 cars per hour
Intersection Critical Lane Volume (CLV)	1060
Acceptable Intersection Critical Lane Volume (CLV)	1800

Predicted trip generation rates were calculated for the future library site using the Local Area Transportation Review (LATR) Silver Spring guidelines. Trip generation predictions for the library were based on the Institute for Transportation Engineers (ITE) rates. The ITE rates have been shown to have a suburban bias because they are rarely generated from studies in areas where transit alternatives are available. Both the low and the average ITE trip generation rates are shown in the table below.

	Proposed Square Feet	AM Trip Generation Rate per 1000 SF	AM Peak Period Trip Generation	PM Trip Generation Rate per 1000 SF	PM Peak Period Trip Generation
LIBRARY* (Low)	63,000	0.52	33	3.68	230
LIBRARY* (Average)	63,000	1.04	66	7.30	460
ARTS CENTER**	20,000	-	-	-	-
RESIDENTIAL HIGH RISE	146 units	0.30	44	0.30	44
RETAIL	72,000	0.50	11	2.00	44
COUNTY OFFICE	15,000	1.40	21	1.40	21

* Calculated using the Institute of Transportation Engineers trip generation standards.

** Trip generation unknown.

Though busy during the peak period, the intersection of Wayne Avenue and Fenton Street operates at an acceptable level of service for automobiles. Both roads operate at design speeds between 25 and 30 miles per hour, and they are located within a quarter mile of another signalized intersection, preventing high speed travel. Additional traffic volumes generated by the library will have little impact on pedestrian safety so long as pedestrian crossing times remain unchanged. Heavier traffic volumes may increase safety by slowing the speed of travel and reducing the risk to pedestrians. The pedestrian crossings are well-equipped with safety measures. Crosswalks are well-defined and motorists are able to operate without major visual obstructions. The intersection is signalized for pedestrians using both audio and visual indicators, and the intersection should be compliant with the Americans with Disabilities Act. The total distance from curb-to-curb is approximately 55-60 feet across five travel lanes.

The intersection of Wayne Avenue and Fenton Street serves a strong civic purpose uniting the downtown Central Business District and Fenton Village. The new library will be an important catalyst to existing and future developments as the area continues to mature.

Analysis of Options

Three options for crossing Wayne Avenue were reviewed on the merits of pedestrian safety, traffic operations, and planning and design. The table summarizes the findings:

CRITERIA	OPTION 1	OPTION 2	OPTION 3
	Intersection Improvements at Fenton St. & Wayne Ave	Mid-Block Pedestrian Connection	Overhead Pedestrian Bridge
Cost	\$0*	\$75,000**	\$700,000***
PEDESTRIAN SAFETY			
Street Crossing Distance	60'	55'	55"
Walking Distance from Parking Garage	275'	225'	90'
Motorist Expectancy	Good	Poor	Good
Library Security	Good	Good	Poor
TRAFFIC OPERATIONS			
Left Turn Capacity	Unchanged	Poor	Unchanged
Intersection Clearing Time	Unchanged	Poor	Unchanged
Roadway Storage	Unchanged	Poor	Unchanged
PLANNING AND DESIGN			
Connectivity	Unchanged	Good	Good
Urban Design	Good	Good	Poor
Retail Revitalization	Unchanged	Good	Poor
Plan Consistency	Good	Poor	Poor

*Intersection improvements are necessary as part of Purple Line construction.

** Based on cost of mid-block crossing at Georgia Avenue and Ellsworth Street

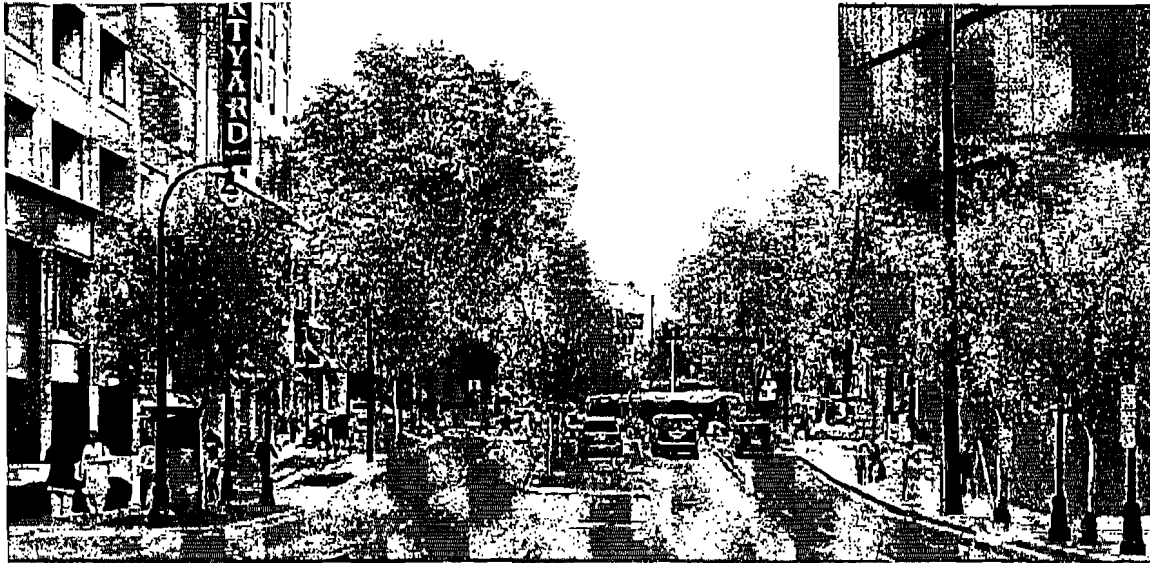
*** Based on estimate from the County Executive

Option 1: Existing Intersection Improvements - Significant improvements will be required at the intersection of Fenton Street and Wayne Avenue to accommodate the Purple Line LRT. The widening of Wayne Avenue will allow the installation of a planted median and pedestrian refuge that can improve crossing safety and be installed concurrently with the construction of the Purple Line LRT. A median refuge can be introduced without altering the performance of the intersection, and will maintain sightlines and motorist expectancy for drivers.

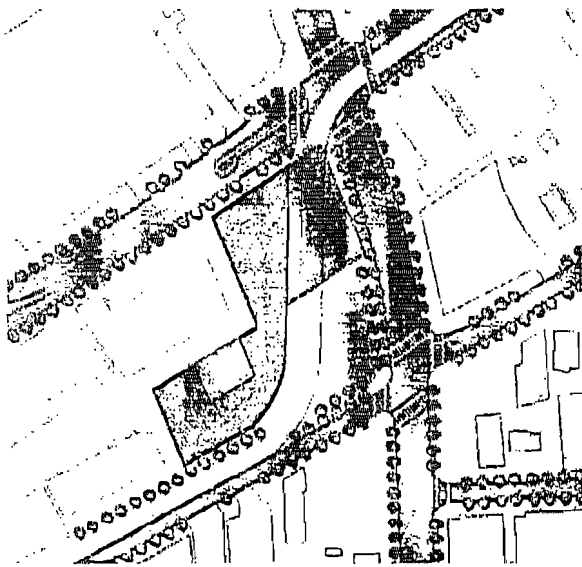
Access to the library from the garage can be accommodated in a single, primary entrance to the library. A single entrance at ground level to the library will reduce the need for monitoring entrances at both the street level and the garage level.

Physical improvements can be supported by technical changes, such as a "leading pedestrian interval" (LPI) signal which enhances the pedestrian right-of-way by allowing pedestrians to establish themselves in the intersection prior to cars moving forward. Installing an LPI signal requires timing the traffic signal so that the pedestrian WALK signal begins a few seconds before the vehicular green. This technique has been employed in many urban areas, and it has been shown to reduce the number and

severity of pedestrian accidents. Improvements to the existing intersection will not significantly alter the intersection's performance, except to limit left turn access from Wayne Avenue to the service alley located adjacent to the garage.



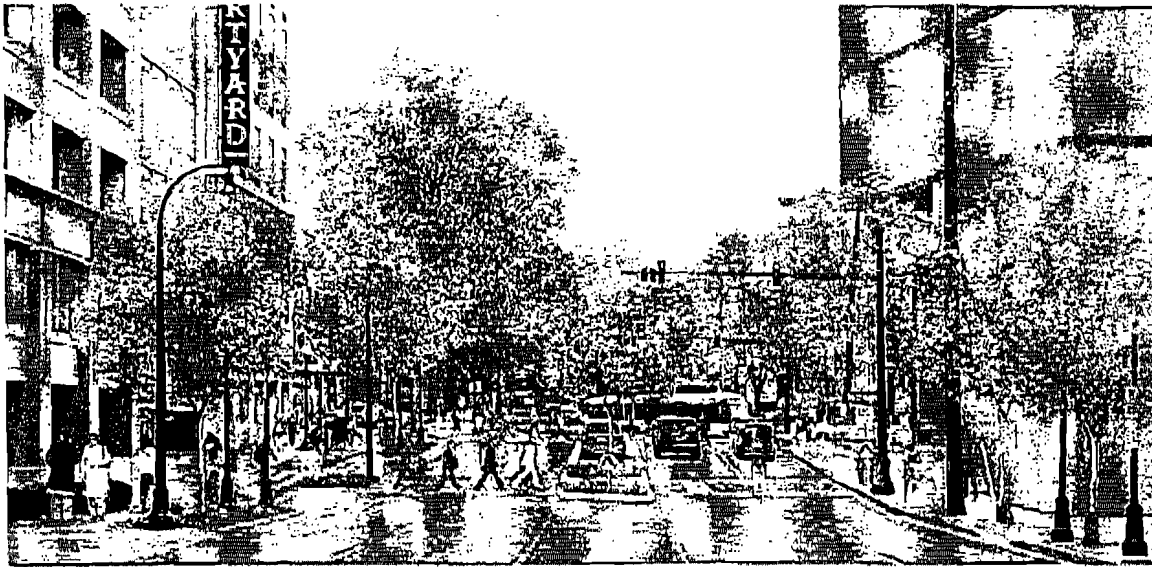
Conceptual rendering of at-grade Intersection improvements at Wayne Avenue and Fenton Street



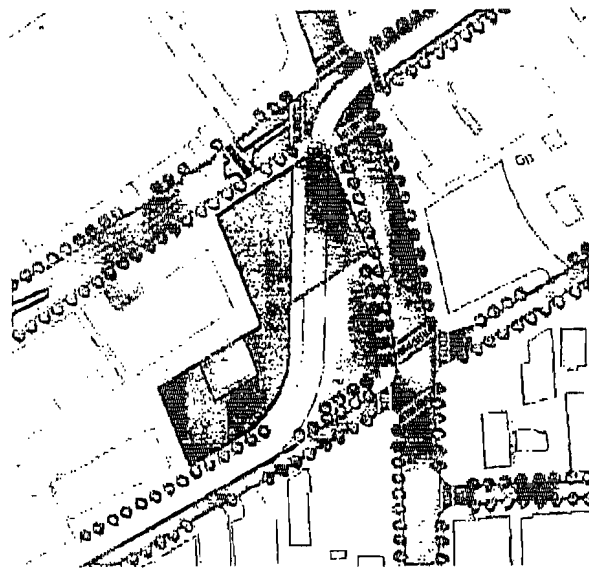
Library Site with Intersection Improvements at the Wayne Avenue and Fenton Street Intersection

Option 2: Mid-Block Crossing - The best option for a mid-block crossing on Wayne Avenue is located approximately 100 feet from the existing crosswalk. The proposed crosswalk would extend from the parking garage elevators to the library site. In this scenario, a mid-block crossing would be needed in addition to the crosswalk at the intersection of Wayne Avenue and Fenton Street.

While this scenario provides a short crossing from the garage to the library site, there is a significant reduction in left hand turning capacity from Wayne Avenue to Fenton Street. A second pedestrian crossing raises concerns about motorist expectancy conflicts for westbound drivers, especially those making right turns to Wayne Avenue from Fenton Street. These vehicles have the least time to recognize and react to pedestrians crossing away from the intersection. Two traffic signals would be necessary to ensure an adequate level of safety, and create backups for westbound drivers stopped between the intersection and crosswalk. A mid-block crossing would also increase the amount of time necessary to clear automobiles from the intersection during signal changes, and reduce storage capacity on Wayne Avenue.

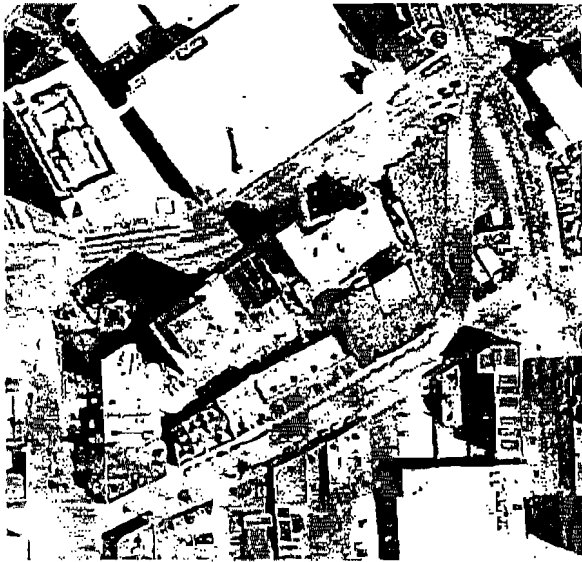


Conceptual Rendering of a Mid-block Crossing with Existing Crosswalk



Library Site with Mid-block Pedestrian Crossing

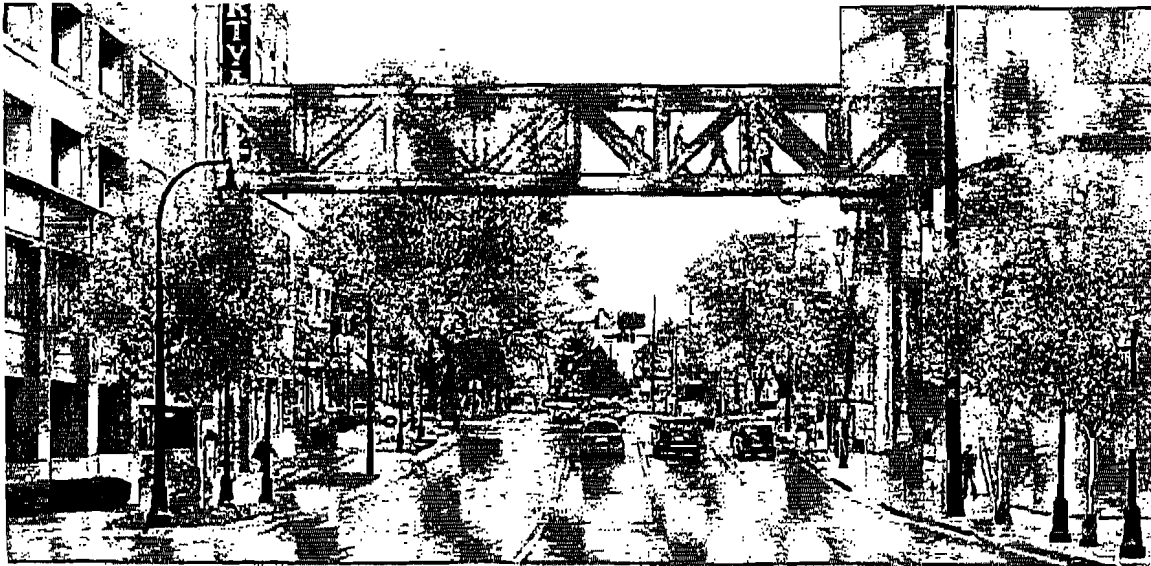
Option 3: Pedestrian Bridge - A pedestrian bridge will provide the shortest travel from the Wayne Street Garage to the proposed library, and it will provide safe crossing for pedestrians. Planning staff has recommended against pedestrian bridge access to the library because it will reduce pedestrian traffic to the nearby retail establishments, and reduce the library's impact as a catalyst for revitalizing the Fenton Village District. A pedestrian bridge crossing Wayne Avenue is specifically prohibited by the 1999 Urban Renewal Plan approved by the Montgomery County Council that has been a guiding conceptual framework for ongoing efforts to bring new residents and businesses to the Silver Spring CBD. The Urban Renewal Plan sought to activate the streets both to support local business and to enhance safety by increasing pedestrian activity.



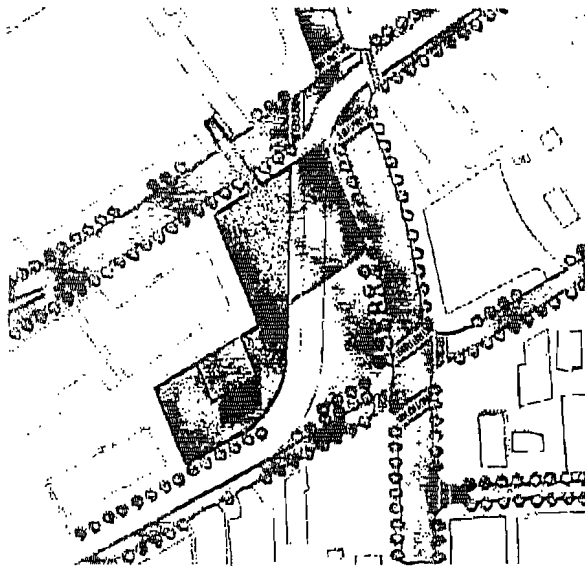
Library Site with Existing Retail Uses Indicated in Red.
(Yellow Dot Indicates the Wayne Avenue Garage Elevator).

A pedestrian bridge will reduce customer traffic for local merchants. A reduction in the pedestrian traffic will also decrease the number of people monitoring the street. The bridge presents security concerns that have been demonstrated at the Forest Glen pedestrian bridge. In addition, a second entrance will place additional operating expenses for the library security to monitor both a library entrance at the street level and at the third level of the garage.

A number of cities have invested heavily in pedestrian bridges to revitalize struggling downtowns. These efforts have often not succeeded. Des Moines, Iowa invested \$10 million into sky bridges in the early 1980s. In 2005, ground floor retail in this downtown suffered from 60 percent vacancy rates. A number of cities, including Columbus, Cincinnati, Denver, and Dallas have moved to remove pedestrian bridges. The City of Baltimore has begun moving forward with a second revitalization plan for a 16-block area along Pratt Street that calls for removing six pedestrian bridges constructed during the first revitalization effort.



Conceptual Rendering of a Pedestrian Bridge Crossing Wayne Avenue

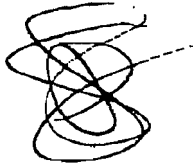


Library Site with Pedestrian Bridge

SUMMARY AND CONCLUSION

Improving the existing intersection of Wayne Avenue and Fenton Street is the most cost effective way to provide access to the proposed Silver Spring library from the Wayne Avenue Garage. Intersection improvements will enhance an already safe pedestrian environment while linking the downtown to Fenton Village. A mid-block crossing will not significantly reduce the walking distance to the library entrance, and the impact on traffic is not acceptable. While a pedestrian bridge provides the shortest travel and alleviates safety concerns related to automobile traffic, it raises other concerns while detracting from the retail environment. Staff of the Planning Department believes that a pedestrian bridge is unnecessarily expensive, especially when funds can be used for quality public space, and intersection improvements.

Sincerely,

A handwritten signature in black ink, appearing to be 'Rollin Stanley', with a stylized, overlapping loop structure.

Rollin Stanley
Director

February 9, 2009

Councilmember George L. Leventhal
Montgomery County Council
Health & Human Services Committee, Chair
100 Maryland Avenue, 6th floor
Rockville, MD 20850

Dear Councilmember Leventhal:

On behalf of the Silver Spring Library Advisory Committee (LAC) we write to express our strong support for the construction of a pedestrian bridge connecting the Wayne Avenue parking garage to the new library. Our position is bolstered by the County's recent traffic study recommending against a mid-block crosswalk on Wayne, which had been proposed as an alternative to the bridge, and by the projected high cost of underground parking.

According to county estimates, the new library will host well over one million visits annually, including at least 565,000 visits from children, 55,000 visits from the elderly, and 55,000 visits from disabled patrons.[1] Library use by disabled patrons may well increase as the library will offer a new collection of materials suited to the needs of persons with disabilities.

The bridge will be necessary for the safe and convenient access by many patrons—disabled individuals with diverse needs; the elderly whose walking pace is not compatible with the timing of WALK signals; and those with young children in strollers or preschoolers with more physical speed than wisdom. It may even be a welcome option for many able-bodied but time-constrained residents doing multiple errands with too much to carry.

Silver Spring Library has always served a diverse community. When the current site was selected, all—including the young, the old, the hearty, the disabled, the politically connected and the politically disconnected—were represented and gave valuable input. We cannot now ignore their opinions and their needs.

Many of us will walk and, therefore, use the street-level access at Wayne and Fenton. Going to or from the library we may shop or eat but so also will those who use a pedestrian bridge. Shops around the new library will be easily accessible. Redevelopment in Silver Spring has never been intended to occur only along Ellsworth Drive. Our new library can and should spur more redevelopment in its adjacent area and throughout Fenton Village, as has already begun.

Stephanie Subramanian
Chair

[1] Conveyed by Gary Stith, presentation at public meeting February 5, 2009, at Silver Spring Library.

Disability Resource Center
Library Advisory Committee

..

...

SUPPORTS

THE PEDESTRIAN BRIDGE

The Library Advisory Committee of the county library system's Disability Resource Center, located at Rockville Library, has voted to support the pedestrian bridge between the new Silver Spring Library and the Wayne Ave. parking garage. We urge that the bridge be covered, enclosed and easily reached from street level, and we suggest the pedestrain bridge at Rockville Metro Station as a good example.

At least half of the people with disabilities get to our destinations by car, and we have learned from the new Rockville Library that

**“ACCESSIBILITY” must include
THE ROUTE BETWEEN car and building!!**

It is impossible to overstate the importance of this. When

- people in wheelchairs have a smooth surface, when
- blind people can find the route by the feel of the surface, and when
- nobody has to negotiate elevators, stairs or escalators

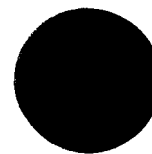
WE WILL GO TO THE LIBRARY ... AND THE BUSINESSES!!!!

The lack of a bridge will not prevent anyone from getting to the library if they really want to attend a special event. But it will make getting to the library enough of an effort that many people will decide that it's not worth the effort.

Hernandez-Marin, Sandra

From: Andrews' Office, Councilmember
Sent: Thursday, February 05, 2009 9:08 AM
To: Montgomery County Council
Subject: FW: Support of Library Pedestrian Bridge

040321



-----Original Message-----

From: majmaj@verizon.net [mailto:majmaj@verizon.net]
Sent: Wednesday, February 04, 2009 6:14 PM
To: Andrews' Office, Councilmember
Subject: Support of Library Pedestrian Bridge

CHARTER HOUSE RESIDENTS ASSOCIATION
1316 FENWICK LANE
SILVER SPRING, MD 20910
majmaj@verizon.net
301-585-4338

1316 FENWICK LANE
SILVER SPRING, MD 20910
301-585-4338
majmaj@verizon.net

Mr. Phil Andrews, President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Dear Mr. Andrews:

Happy New Year and thanks for the services that each Council Member provides for the Montgomery County communities.

The construction for the new library at Fenton Streets and Wayne Avenue presents many problems when it comes to common sense consideration for its use. It is most important that all persons wishing to use the library should be able to take advantage of the services have safe accessibility. Seniors and small children will be greatly endangered with the congestion from vehicular traffic unless major consideration is given to the construction of a pedestrian bridge. A pedestrian bridge makes the most sense as part of a well thought out plan.

Please do the right thing by all the people you have chosen to serve. The pedestrian bridge is a priority for safety.

Thank you.

Sincerely,
MARY SINCLAIR JACOBS, President
Charter House Residents Association, Inc.

Copies to: Mr. Ike Leggett
Mr. George Leventhal
Mr. Mike Knapp
Ms. Valerie Ervin
Mr. Marc Elrich
Ms. Nancy Floreen
Ms. Duchy Trachtenburg

2/5/2009

48



THE AMENDED SILVER SPRING URBAN RENEWAL PLAN

**ADOPTED BY THE MONTGOMERY COUNTY COUNCIL
RESOLUTION NO. 13-186
ON MARCH 11, 1997**

**AMENDED BY THE MONTGOMERY COUNTY COUNCIL
RESOLUTION NO. 14-346
ON NOVEMBER 16, 1999**

- Pedestrian bridges and structures that cross existing rights-of-way will not be permitted over Georgia Avenue, Colesville Road, Cedar Street, or Wayne Avenue. Elsewhere in the Urban Renewal Area, pedestrian connections could form an arch, gateway, or covering, and utilize transparent construction materials. Such connections must provide for attractive and active pedestrian environments underneath them.
- Outdoor public spaces which are intended to be programmed for large/loud gatherings should be oriented away from existing residential neighborhoods.
- Urban Renewal projects abutting Cedar Street should provide a suitable area for uses that are compatible with the existing development on the opposite side of Cedar Street outside the Urban Renewal Area.
- Projects abutting St. Michael's Church should provide a suitable buffer area and ensure adequate vehicular and pedestrian access to the church.

Criterion Five - Historic Preservation

An important objective of this Plan is to preserve historic structures in the Silver Spring Central Business District, while appropriately integrating them into new projects and adaptively reusing them. Preservation of historic sites includes not only retention/rehabilitation of the existing structures, but also maintenance of appropriate environmental settings and the creation of new uses for historic buildings to keep them actively and productively occupied. The historic preservation review process will need to be coordinated with the overall development approval process. *Proposed projects must be consistent with the Master Plan for Historic Preservation and follow the requirements of the historic preservation process as outlined in Chapter 24A of the Montgomery County Code. Projects which utilize State or federal funds, and which are eligible for the National Register of Historic Places, must be consistent with appropriate State or federal regulations and processes.*

Article III. Urban Renewal.

Sec. 56-7. Short title.

This article shall be known and may be cited as the urban renewal law. (Mont. Co. Code 1965, § 26-1; 1961, ch. 821, § 1.)

* * *

Sec. 56-9. Definitions.

* * *

(g) *Urban renewal plan* shall mean a plan, as it exists from time to time, for an urban renewal project, which plan shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes, if any, land uses, maximum density, and building requirements. (Mont. Co. Code 1965, § 26-3; 1961, ch. 821, § 1.)

* * *

Sec. 56-12. Same-Review of plan by planning board; notice and public hearing; modifications of plan; resolution approving plan.

- (a) Prior to final approval of an urban renewal project, the county council shall:
- (b) Submit the plans to the Montgomery County Planning Board for its review and recommendation only. The planning board's recommendations shall be submitted within sixty (60) days after receipt of the plans.
- (c) Hold a public hearing on the proposed urban renewal project, after fifteen (15) days' notice by publication in a newspaper having general circulation in the county, giving the time, place and date of the hearing, and an opportunity for the public to review the plans.
- (d) Make such change or modification as the council deems desirable in the urban renewal project.
- (e) Approve the project by resolution. Upon approval by resolution of such urban renewal project, such plan shall be deemed to be in full force and effect. (Mont. Co. Code 1965, § 26-6; 1961, ch. 821, § 1.)

Silver Spring Library -- No. 710302

Category Culture and Recreation
Subcategory Libraries
Administering Agency General Services
Planning Area Silver Spring

Date Last Modified May 15, 2008
Required Adequate Public Facility No
Relocation Impact None
Status Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,677	1	1,074	602	335	267	0	0	0	0	0
Land	16,006	4,815	11,191	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,128	0	628	1,500	0	1,500	0	0	0	0	0
Construction	8,263	0	0	8,263	0	8,263	0	0	0	0	0
Other	1,965	0	165	1,800	0	1,800	0	0	0	0	0
Total	30,039	4,816	13,058	12,165	335	11,830	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	172	0	0	172	0	172	0	0	0	0	0
G.O. Bonds	24,585	0	12,927	11,658	0	11,658	0	0	0	0	0
State Aid	466	0	131	335	335	0	0	0	0	0	0
Rental Income - General	34	34	0	0	0	0	0	0	0	0	0
PAYGO	4,782	4,782	0	0	0	0	0	0	0	0	0
Total	30,039	4,816	13,058	12,165	335	11,830	0	0	0	0	0

DESCRIPTION

This project provides for the design and construction of a 41,550 square foot library for the community of Silver Spring with a new, expanded, more comprehensive library designed to better serve its demographically and ethnically diverse residents and its growing business community. The library will be built within the CBD and centrally located for the entire community.

COST CHANGE

Add funds for land acquisition.

JUSTIFICATION

The existing Silver Spring Community Library is the oldest community library in the Montgomery County Library System. It is the second smallest community library and has the smallest collection of non-periodical materials of any community library. The Mobile Services Unit is also in this facility. Silver Spring is growing in terms of the size and diversity of its residential population and is experiencing significant expansion of its business community, all of which place greater demands on library services.

OTHER

Project No. 508768, "Facility Planning: MCG", included \$50,000 each year in FY03 and FY04 to examine the issues associated with placement of the Silver Spring Library in a mixed use facility. A Program of Requirements was prepared by the Department of Public Libraries and the site has been selected. Land acquisition is ongoing. The Mobile Services Unit will be moved to Davis Library.

Funds appropriated for this project must be used to develop multiple concept designs for mixed use of the complete parcel of land purchased through this PDF for the Silver Spring Library. Alternative concepts must include a single mixed-use building that includes the library, affordable housing, retail, arts, and community use; at least one option that maximizes density under current zoning; and options for use of any remaining space, such as park or green space, public plaza, and retail. Concepts must also accommodate future development of the Purple Line with alternatives for the relationship of the building or buildings to the Purple Line. Each concept must show how it integrates with the sector plan vision for Fenton Village. Concepts must be developed through a charrette process for seeking and incorporating community input into the designs. The Executive must provide written progress reports to the Council by September 15, 2008, January 15, 2009, and March 15, 2009, and once at the end of conceptual design.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY07	25,039
Last FY's Cost Estimate		25,039
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		5,000
Transfer		0
Cumulative Appropriation		13,226
Expenditures / Encumbrances		7,805
Unencumbered Balance		5,421
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Department of General Services
Department of Technology Services
Department of Permitting Services
Department of Public Libraries
Silver Spring Regional Services Center
Facility Planning: MCG
WSSC

Special Capital Projects Legislation [Bill No. 24-06] was adopted by Council June 13, 2006.

MAP

